

DRAFT
General
Plan
PROPOSED
EDITS
to
December 2004 Draft

September 2005
Document 2 of 2



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GENERAL PLAN UPDATE PROPOSED EDITS

September 2005

Included in this General Plan Update Proposed Edits and Revisions Document are:

- Digest of Draft General Plan Update Revisions
- Attachment 1. Draft GPU Text, Table and Graphic Revisions
- Attachment 2. Summary List of Changes by Type
- Attachment 3. Objective and Policy Numbering Changes

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CITY OF CHULA VISTA

DRAFT GENERAL PLAN UPDATE REPRINT AND EDITS

(September 2005)

Please note that the Draft General Plan Update was originally released for public review on December 31, 2004. That document was reprinted in September 2005, and is now referred to on the cover as Document 1 of 2 to distinguish it from this separate document showing proposed edits and revisions.

This edits and revisions document (referred to as Document 2 of 2) presents proposed changes to the December 2004 Draft General Plan. These changes are referenced to the December 2004 Draft General Plan document by page numbers, and text changes are shown in an underline/strikeout format. In summary, the currently proposed Draft General Plan consists of the December 2004 document and this edits and revisions document. The Digest on the following pages summarizes these proposed changes and explains how to use both documents.

Once adopted, the new General Plan will be produced in a consolidated document, including any further revisions made through the review and approval process.

If you have any questions about the documents, please contact the General Plan Update Phone Line at (619) 409-5486.

DIGEST OF DRAFT GENERAL PLAN UPDATE REVISIONS

September 13, 2005

Background

The City of Chula Vista Draft General Plan Update (GPU) document, related draft amendments to the Otay Ranch General Development Plan, and an accompanying Draft Environmental Impact Report were released to the general public on December 31, 2004, to begin a formal review process. These documents were the result of an extensive, approximately three-year effort by four citizen committees, staff and technical consultants, and included numerous public workshops and meetings. Additional public workshops and meetings were held during the early part of 2005. As is often the case in large, long-range planning projects of this nature, a substantial number of comments were received during the review that took place in January and February. Based upon these comments, the City decided in March 2005 to extend the review process to consider and address changes.

Many of the comments and concerns expressed dealt with "community character" relative to the potential for more intensive development and redevelopment in certain locales in the older areas of western Chula Vista, and in particular, the potential for taller buildings (8 or more stories) in some limited areas of the urban core.

Based on the overall comments, and some discussion with involved community interest groups, City staff prepared a set of proposed revisions that were shared with the interest groups, and discussed with the GPU Steering Committee. Those collective inputs were shared at a joint Planning Commission/City Council workshop on August 18, 2005, at which time the City Council provided direction to staff regarding the proposed revisions, and authorized staff to finalize and release the according, proposed GPU revisions for formal public review. The resulting, proposed GPU revisions are presented in Attachment 1 to this Digest.

The changes to the Draft General Plan Update fall into four broad categories:

- "Clean-up" dealing mainly with typing corrections, grammar, format consistency, etc.;
- Editorial changes, consisting mainly of further clarifications and internal document cross-referencing to help readers to more easily navigate the large document;
- More substantive new or amended content, designed to respond to major comments received during the public review process; and
- Changes to some Tables and Figures responding to the above.

The more substantive revisions can be placed into the following categories:

- Community Character, Urban Design & Form, Height
- Protecting Stable Neighborhoods, Edges & Transitions, Historic Preservation
- Density, Intensity, Population Forecasts
- Western Chula Vista Revitalization

- Transportation
- Environmental
- Implementation

This Digest outlines how the September 2005 General Plan Update edits and revisions relate to the December 2004 Draft General Plan Update document, and to the revised and re-circulated Draft EIR. It also explains how these products can be used together and describes other attachments designed to assist review.

It is important to keep in mind that the General Plan is a broad, policy-setting, umbrella document that draws upon a variety of other tools to carry out the Plan's major provisions. These tools include more focused efforts such as the Zoning Ordinance, Urban Core Specific Plan, the Chula Vista Bayfront Master Plan, the University Study Area "Framework Strategy" and Sectional Planning Area (SPA) Plans, which furnish more specific guidance. The proposed GPU revisions reflect that for a majority of the document, no changes were requested.

Understanding the Proposed Changes

The City of Chula Vista Draft General Plan Update dated December 31, 2004 is the benchmark document to which the proposed changes in Attachment 1 apply. Page numbers cited in Attachment 1 reference the numbering system used in the December 31, 2004 Draft General Plan Update document. The edits are shown in a "strikeout / underline" format, where text proposed to be removed is in a ~~strikeout~~ pattern, and text additions proposed in an underline pattern. In many instances, some accompanying draft General Plan text is also included to provide context and orientation, even though changes are not proposed to that text.

The edits document is arranged in sequential order by General Plan Update chapter for text changes, followed by table changes, then graphic changes. Most of the proposed text changes are in Chapter 5 - Land Use and Transportation Element, with changes also proposed in Chapter 3 – Chula Vista in Perspective, Chapter 4 – Vision and Themes, Chapter 6 – Economic Development Element, Chapter 8 – Public Facilities and Services Element, Chapter 9 – Environmental Element, Chapter 10 – Growth Management Element, and Chapter 11 – General Plan Implementation.

Several of the more significant text changes proposed are addressed in more than one part of the document. For instance, the topic of urban design and form is introduced in the Land Use and Transportation Element overview of Community Image and Character (Section LUT 3.5), and is addressed in more detail under Planning Factors, Objectives and Policies through a new Section LUT 7.2, which contains a new proposed objective and supporting policies. Section LUT 9.3.8, in turn, addresses urban design and form as it applies more specifically to the Urban Core Subarea.

The summary below was created to help guide the reader through the proposed changes. In addition, a list of proposed changes by type (minor clean-up changes,

editorial changes and more substantive changes by topic) is provided in Attachment 2, with reference to specific sections and page numbers. The purpose of Attachment 2 is to help the reader to focus on the types of changes that are of primary interest to them.

The inclusion of new GPU Objectives and Policies caused changes in the numbering used in the December 31, 2004 Draft GPU document. The revised numbering is shown in these edits and revisions. Attachment 3, an index to GPU Objective and Policy numbering changes, was created to help those reviewing the Draft GPU and the Draft EIR navigate through these changes.

Relationship to the Draft EIR

The Draft EIR for the General Plan Update and Otay Ranch General Development Plan amendments has been revised and re-circulated, and is available under separate cover. Please note that the re-circulated Draft Environmental Impact Report for the General Plan Update references revised section, objective and policy numbers used in these General Plan Update edits and revisions. Attachment 3 is designed to help reviewers compare the numbering differences between the December 31, 2004 Draft GPU and the September 2005 edits and revisions.

Summary of Changes

Following is a summary of the proposed General Plan Update changes, along with a general indication of why the changes were made.

Chapter 3 – Chula Vista in Perspective

- Information was added to clarify the relationship of the General Plan Update to SANDAG's regional forecasts and the Regional Comprehensive Plan. Other sections in the Land Use and Transportation Element (LUT 1.5 and 4.9, for instance) also provide further explanation and information regarding the GPU response to these forecasts.

Chapter 4 – Vision and Themes

- A new Theme 8, Shaping the Future Through the Present and Past, was added to address harmonizing changes in a way that successfully blends with and enhances the positive aspects of what already exists. This theme was added in response to the GPU Steering Committee's recommendation, and direction from the August 18, 2005 Planning Commission/City Council workshop. The theme is also reflected in language added to other parts of the General Plan Update.

Chapter 5 – Land Use and Transportation Element

- New text on Urban Design and Form (Section LUT 3.5) was added to the Community Image and Character Section to help set the stage for a new Urban Design and Form objective and policies in Section LUT 7.2.

- A new section on Redevelopment and Community Benefits (LUT 4.3A) has been added to help explain the potential benefits of revitalization and redevelopment, and how these concepts are woven into the General Plan Update.
- More detailed descriptions have been provided in Section LUT 4.6 to distinguish “Focused Areas of Change,” “Transitional Areas” and “Stable Residential Neighborhoods” in response to questions about these terms.
- The building height discussion in Section LUT 4.7.3 has been refined to indicate that high-rise building heights are not intended to be unlimited, and would be evaluated and moderated based upon criteria in the new Section LUT 7.2.
- Under Transportation (in Section LUT 5.3), the street section performance standards and volumes have been revised to reflect a higher Level of Service (LOS) standard (LOS D, rather than LOS E) for new street classifications in the Urban Core. The description of roadway classifications has also been revised for the Urban Core, including the listing of the types of amenities that would typically be provided (Sections LUT 5.4 and 5.5).
- A new Urban Design and Form Section (LUT 7.2) adds an objective to clarify the limited locations where the highest building intensities and densities and the tallest building forms would occur, and policies to make buildings of eight or more stories subject to a discretionary review process designed to ensure that such buildings are a positive addition to the City through providing: 1) signature architecture, 2) clear public benefits, and 3) appropriate transitions to surrounding areas. A new Policy LUT 2.6 was also added calling for a special study in an H Street Transit Focus Corridor between Interstate 5 and Third Avenue to review land use intensities and building heights in this area, as well as compatibility issues with surrounding neighborhoods. (Also see new Policy LUT 49.14.)
- A new Objective LUT 3 and supporting policies were created in support of the added General Plan Theme 8 to ensure the design and form of new development and redevelopment blends with and enhances Chula Vista’s character.
- Section LUT 7.3, Preserving and Enhancing Stable Residential Neighborhoods, was bolstered, including policies in that section. Policies for Compatible Land Use and Edge Transitions in Section LUT 7.5 were also strengthened in response to concerns raised about effects of more intensive development on surrounding areas.
- In response to comments received, some of the policies under Objective LUT 12 (renumbered from Objective LUT 11) were revised and several others added regarding protection of Chula Vista’s important historic resources.
- A new Section LUT 7.16 Planning for Healthy Communities was added, with a new Objective LUT 34 and supporting policies to promote healthy lifestyles among residents through efforts such as planning and design that provide expanded opportunities for physical activity.

- Descriptions were added to Section LUT 9.2 Subareas and Districts, for the subareas (Lower Sweetwater, Hilltop and Urban Core) that make up the Northwest Planning Area to provide clarification.
- Section LUT 9.3.8, dealing with Urban Design and Form, has been augmented to underscore the importance of striking a balance between new projects to achieve desired changes, and retaining valued aspects of community character in the Urban Core.
- Sections LUT 9.5.4, 9.5.5, 9.5.7 and 9.5.9 provide clarifying direction and policies for the H Street Office Focus Area, Interstate 5 Corridor District, E Street Visitor Focus Area, and H Street Gateway Focus Area, respectively. These areas have been at the heart of much of the dialogue generated on the General Plan Update. Policy was also added (LUT 57.5) to reflect the City Council's direction to have a Residential High designation rather than a Mixed Use Transit Focus Area designation for an existing multi-family residential area (Holiday Gardens Condominiums) along Woodlawn Avenue, north of the existing H Street Trolley Station. This change, also reflected in the General Plan Diagram, was in response to widespread concerns expressed by residents of Holiday Gardens over preserving their existing residential environment, and the low probability that the site's land use would change without the support of the condominium owners.

Chapter 6 – Economic Development Element

- Adding a new Policy ED 2.6 to emphasize creation of high quality jobs and new Policy ED 5.7 to promote stable, sustainable cross-border economic development.

Chapter 8 – Public Facilities and Services Element

- Adding a new Objective PFS 23 and supporting policies under Powering Chula Vista to foster sensitive and efficient integration of electrical and natural gas facilities into the natural and developed landscape.

Chapter 9 – Environmental Element

- Revising certain policies promoting clean air (Policy EE 6.4, which deals with environmental effects of energy generation facilities and major toxic air emitters, and Policy EE 6.10, which deals with sensitive uses near highways). The revisions include additional criteria. Including other new policies (Policies EE 6.12 – EE 6.15) promoting clean air through encouraging use of clean fuels and vehicles, and siting industries in a way that minimizes impacts on sensitive land uses.
- Adding new policies (Policies EE 7.5, EE 7.6 and EE 7.7) to include other measures to encourage renewable energy sources and additional energy conservation measures.

- Adding a new Objective EE 23 and supporting policies to provide fair treatment for people of all races, cultures and income levels with respect to environmental laws, regulations and policies. This supports other provisions in the Draft General Plan Update that describe and address environmental justice.

Chapter 11 – General Plan Implementation

- Objective GPI 5 and Policy GPI 5.1 contain a strengthened commitment to a General Plan implementation and monitoring program and to developing interim measures to manage projects prior to completion of this program. How the General Plan will be implemented has been clarified by adding a series of tables listing key measures to carry out the plan, along with the policies that relate to each of these measures.

Table Revisions

- Table 5-3 (Geographic Planning Areas Addressed in Area Plans) is modified to add clarification to descriptions.
- Table 5-4 (General Plan Land Use Designations and Zoning) is modified to clarify floor area ratios (FAR's).
- Table 5-5 (Chula Vista Projected Population in 2030) is modified to correct existing population figures.
- Table 5-6 (General Plan Land Use Distribution in 2030 by Planning Area) is modified to correct land use acreage.

Graphic Revisions

- Figure 5-12 (Land Use Diagram) is modified to make diagrammatic corrections and respond to land use designation changes as follows (see last page of attached revisions to find Figure 5-12):
 - Add back in Residential Low development area northwest of Upper Otay Reservoir that was erroneously removed with prior Draft GPU diagram;
 - Add back in Limited Industrial development area in eastern Otay Mesa that was erroneously removed on the prior Draft GPU diagram;
 - Eliminate "Regional Technology Park Interface" designation from Special Plan Areas category in diagram Legend and from diagram in area west of designated Regional Technology Park, south of Rock Mountain Road; and
 - Modify land use designations reflecting changes described for Figures 5-31 and 5-32.
- Figure 5-13W (Circulation Plan – West) is modified to remove roadway classifications within the Bayfront, as this area is being addressed through a separate General Plan Amendment.
- Figure 5-17A (Urban Form) is a new exhibit that identifies where potential high-rise buildings may occur, pursuant to land use policies in Chapter 5.

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- Figure 5-26 (Urban Arterial Roadways in the Urban Core Subarea), like Figure 5-13W, is modified to remove roadway classifications within the Bayfront, as this area is being addressed through a separate General Plan Amendment.
- Figure 5-31 (Harbor View Focus Area) is modified to reflect changes from Mixed Use Transit Focus Area to Residential High land use classifications to adjacent properties on Woodlawn Avenue.
- Figure 5-32 (H Street Gateway Focus Area) is modified to reflect changes from Mixed Use Transit Focus Area to Residential High land use classifications to properties on Woodlawn Avenue.

Attachments: 1. Draft GPU Text, Table and Graphic Revisions
2. Summary List of Changes by Type
3. Objective and Policy Numbering Changes

H:/Planning/General_Plan/Erratas/GPU_Changes_Summary_09-13-05.doc

City of Chula Vista

Draft General Plan Update Revisions

September, 2005

CHAPTER 3 – CHULA VISTA IN PERSPECTIVE

3.0 | Who We Are Today

3.1 Population

(Page CVIP-6)

Chula Vista is one of the fastest growing cities in the United States ...

Chula Vista is home to an estimated 209,133 people (Department of Finance estimate as of January 1, 2004), accounting for approximately seven percent of the San Diego region's population. Figure 3-3 illustrates Chula Vista population by decade from 1910 to 2000, based on U.S. Census data. The San Diego Association of Governments (SANDAG) forecasts that population in Chula Vista will continue to grow, approaching 280,000 by 2030. (based on existing plans when the forecast was adopted in 2003). It should be noted that this forecast was based upon existing plans when the forecast was adopted in 2003. As part of the forecast and the Regional Comprehensive Plan (RCP), SANDAG acknowledged that approximately 93,000 households would be "exported" to outside the region because of a shortfall in the capacity of existing plans to accommodate needed new housing production. A number of problems result including growing long-distance commutes from areas such as Riverside County, Imperial County and Baja California to jobs in San Diego County.

The resulting emphasis from SANDAG via the RCP is for jurisdictions within the San Diego Region to add housing capacity through future General Plan updates as part of smart growth. Chula Vista's General Plan Update takes this to heart, and related planning outcomes are further discussed in the Land Use and Transportation (LUT) Element sections 1.5, 4.9, and through land use policies throughout LUT section 7.0.

Figure 3-4 compares Chula Vista's population growth with that of San Diego County and the State of California.

CHAPTER 4 – VISION AND THEMES

Theme 8 – Shaping the Future Through the Present and Past

Chula Vista values its heritage and unique sense of place, and manages change in a way that complements the important qualities and features that shape its identity.

New development and other physical alterations in Chula Vista continue to be done in a manner that respects the character, scale, and historical value of the City. This approach limits discord with the physical and social climate of the City, harmonizing changes to blend in with and enhance the positive aspects of what is already there.

Shaping established Chula Vista's future through the present and past is achieved by implementing policies in the General Plan's Land Use and Transportation Element, and Environmental Element, which focus on preserving and enhancing stable residential neighborhoods; enhancing community image; protecting cultural and historical resources and implementing compatible land uses and edge transition.

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CHAPTER 5 – LAND USE AND TRANSPORTATION ELEMENT

1.5 | [Relationship to Regional and Multi-Jurisdictional Plans](#) ~~Sectional Planning Area Plans~~ (Page LUT-9)

Regional Comprehensive Plan (RCP) for the San Diego Region

The Regional Comprehensive Plan (RCP) addresses San Diego's regional growth, while preserving natural resources and limiting urban sprawl. The RCP sets out the region's vision and core values, establishes policies to address key regional issues, and creates a public investment strategy for regionally significant infrastructure.

[The RCP \(SANDAG, July 2004\) indicates that based on current local General Plans, the region would continue to build homes at a slower pace than needed to support forecast population growth that would be added largely through natural increase \(the number of births less the number of deaths\), and is collectively about 93,000 housing units short of needed capacity. Chula Vista's role and efforts to address this are presented further in LUT Element section 4.9, and through land use policies throughout LUT section 7.0.](#)

Regional Transportation Plan (RTP)

The current Regional Transportation Plan (RTP), called MOBILITY 2030, will implement a long-range vision for highways, major bus routes, Bus Rapid Transit (BRT), the Trolley, rail lines, streets, bicycle travel, pedestrian traffic, and goods movement.

MOBILITY 2030 contains an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system in the San Diego Region. [Within the South Bay and Chula Vista, the City and other jurisdictions worked with SANDAG to create the South Bay Transit First Study \(2003\) which identifies the proposed future transit system. This network is incorporated into this General Plan, and presented further in LUT section 5.6, and through policies under section LUT 7.0.](#)

1.5.4 **Regional Airport Authority**

(Page LUT-12)

The San Diego County Regional Airport Authority (SDCRAA) is responsible for airport planning in the region and is working to site a new regional airport facility. San Diego's Lindbergh Field cannot meet the projected demand for passenger and air cargo services, even with an additional runway included in the maximum expansion scenario considered in the Airport Master Plan. Therefore, alternative sites and options are being explored.

[The Regional Airport Authority also serves as the San Diego County Airport Land Use Commission \(ALUC\), with responsibility for airport land use compatibility planning in the vicinity of 16 public-use and military airports in San Diego County, including Brown Field, which is located just south of the City of Chula Vista.](#)

3.0 **COMMUNITY IMAGE AND CHARACTER**

(Page LUT-14)

Community image involves how Chula Vista residents and visitors perceive the City. Chula Vista's identity includes the many visual images that people associate with the community, such as the City's natural geological features and scenic resources. Community image also includes physical or built features, such as gateways, streetscapes, neighborhoods, activity nodes,

landmarks, buildings, signs, and outdoor urban spaces. Unlike many cities in the region, Chula Vista has a diversity of built environments – urban, suburban, and rural areas – in addition to large natural areas that are intended to remain undeveloped.

Each type of built environment has its own set of particular characteristics, such as views, landscaping, type of streets and housing, commercial activity, parks, and civic buildings that combine together to create a unique “community character.” In this regard, Chula Vista’s character is comprised of different traits attributable to different areas that developed at different times. This is true of many California cities that have older, built up portions of the community developed over the last 60 years or more, contrasted by more recent, new development in vacant land areas. Many Chula Vista citizens recognize what has been characterized as two cities; older Chula Vista (west of I-805), and eastern Chula Vista (east of I-805). The east, built under more contemporary development and design standards, is often seen as having more and better amenities than western Chula Vista. Western Chula Vista residents desire revitalization and amenitization of the older areas, but at the same time value the quite, suburban village character that has existed to-date.

As the City and the community, through this General Plan and other efforts, focus their attention on the revitalization and redevelopment of western Chula Vista, the issue of community character will be of key importance as we work to strike an acceptable balance between the new projects and activities that will shepherd in the needed and desired changes, and the shaping of those in a manner that retains key, desirable character elements. Acknowledging the existing character and scale of the City when new development and other physical alterations occur is essential if we are to be successful in achieving the desired balance. It means being aware of how surrounding areas and neighborhoods relate to and interact with new development; it means being in touch with how physical changes will affect the buildings next door to or across the street; and it means protecting the City’s cultural and historical “personality”.

This section discusses some of the factors in Chula Vista that contribute to the City’s community image and character, including scenic resources, open space, gateways, neighborhood identity, ~~and~~ historic resources, and the City’s urban design and form. While discussions and policies addressing these and additional factors are found in throughout the Land Use and Transportation Element, particular attention is given in Sections 4.3, 4.4, 4.6, 7.1, 7.2, 7.3, 7.6. of this element.

3.5 Urban Design and Form (New Section)

(Page LUT-23)

In its basic essence, “urban design and form” most accurately describes the collective parts of our natural and built environment that combine to create a pattern of development and a sense of place. Various factors including land use arrangement, building design, landscape, open space and transportation create a system of relationships that is larger and more comprehensive than the design of an individual building or space, and must be considered together for best results. Urban design and form is intended to bring order, clarity and harmony to human settlements. “Form” is most typically expressed by three terms: urban, suburban and rural. In contrast to suburban and rural areas, the “urban” context is typified by denser arrangements of buildings characterized by overlapping patterns of use and activities, and clearly defined, humanly-scaled external spaces, where citizens can conduct their business and meet and mingle freely with others.

By its nature, urban form often evolves as communities grow and change over time. This evolution is a natural trend, and is not necessarily a reflection of a loss of character, but rather an acknowledgement that factors such as population, demographics and economics change both within and external to the community. This change is often referred to as a city’s “lifecycle”, with many parallels to our own human lifecycle.

For many years, Chula Vista grew in a fairly traditional pattern around a central downtown generally located in the area around Third Avenue, H Street, Broadway and E Street. Early planners laid out the transportation infrastructure on the western side of the City in a grid street pattern providing the ability for people to move freely and establishing the opportunity for future infill development. In the traditional “ring” pattern, the further away from downtown, the less intense the development. Generally stated, Chula Vista’s current urban form is primarily lower density, suburban development, and heavily dependent on the automobile for transportation. The quiet single-family neighborhood, with tree-lined streets has been recognized through surveys and public input as an important characteristic of the City.

As discussed in previous pages, the City is at a key point in its “lifecycle”, particularly with regard to the revitalization and redevelopment of western Chula Vista. Although this lower density development pattern is comfortable and familiar, it has, and will continue to be increasingly difficult and expensive to supply the quantities of land, roadways and other infrastructure that are necessary to continue this pattern of development or redevelopment. While there are a number of factors leading to the need for a more urban development pattern in select areas of the City (such as limited land availability, escalating land and housing prices, long commutes, and ailing commercial districts), increased developed intensity is seen by some as a threat to the lower intensity suburban lifestyle.

One of the primary focuses of this General Plan is to address the need for revitalization and redevelopment in western Chula Vista, from the standpoint of focusing and shaping the evolution from suburban to more urban form in strategic areas as a means to providing for the community’s future needs for affordable housing, jobs, transportation, expanded commercial opportunities, and improved facilities and amenities. “Shaping the Future Through the Present and Past” (Theme 8 of Chapter 4, Vision and Themes) assures that such revitalization and redevelopment will be done in a manner that respects the City’s character, scale, and historical value, creating changes that blend in with and enhance the City’s identity. LUT Section 4.3A-Redevelopment and Community Benefits, further explains these relationships. Discussions and policies regarding urban design and form can be found in LUT Sections 4.3, 4.4, 4.6, and 7.2, as well as within individual Area Plans (see Sections 8-10).

4.3 Smart Growth Principles

(Page LUT-28)

This General Plan will provide guidance to citizens, developers, City staff, and decision-makers over the next 25 years, through the Year 2030. It pays particular attention to “Smart Growth” principles being promoted throughout the country, California and our region. While there is no single definition of “smart growth” that everyone embraces, there are certain common elements.

The basic smart growth principles are summarized as follows:

- Provide a mix of compatible land uses
- Take advantage of compact building design
- Create a range of housing opportunities and choices
- Create walkable neighborhoods
- Foster distinctive, attractive communities with a strong sense of place
- Preserve open space, natural beauty, and critical environmental areas
- Strengthen and direct development towards existing communities
- Provide a variety of transportation choices
- Make development decisions predictable, fair and cost effective

- Encourage community and stakeholder collaboration in development decisions

By rewarding higher-density, mixed use development in key locations with priority transportation funds, the region can reduce land requirements to accommodate future growth, and create more livable and sustainable communities.

The City of Chula Vista has already undertaken planning efforts that serve to implement Smart Growth principles, such as the Village concept for Otay Ranch. Smart Growth principles are incorporated in our General Plan's Vision and Themes, which guide the Land Use Plan and also provide the basis for many of the Land Use and Transportation Element's policies, including the Area Plans. Application of these smart growth principles is particularly relevant to the successful revitalization and redevelopment of western Chula Vista in a sustainable manner that focuses new development into select areas, and acknowledges the fabric of older neighborhoods.

4.3A REDEVELOPMENT AND COMMUNITY BENEFITS (new section) (Page LUT-28)

The following discussion:

- Describes the increasing emphasis on western Chula Vista in this General Plan.
- Explains how revitalization and redevelopment can help address some of the opportunities and constraints presented in already developed areas.
- Presents summary information on the benefits of revitalization and redevelopment.
- Outlines how revitalization and redevelopment themes are reflected throughout this General Plan.

4.3A.1 – Renewing the Community -

The extensive new development and rapid growth that placed Chula Vista among the fastest growing cities in California and the entire U.S. at the close of the 1990's and initial years of the 21st century occurred mostly in the eastern part of the city, on large, vacant tracts of land developed as master planned communities. Western Chula Vista, which is already developed for the most part, presents different opportunities and challenges, with established neighborhoods, a character that is highly valued by many residents, older infrastructure, and limited sites for new public facilities such as parks or schools.

As Chula Vista's emphasis shifts in the coming decades from development of vacant lands in eastern Chula Vista to revitalization of already developed areas, redevelopment will play a more prominent role. Vacant or run down buildings, struggling businesses, graffiti, and increased crime are a few of the signs that corrective action may be needed to stem undesirable trends in selected areas. With already subdivided and developed areas characterized by smaller lots and individual ownerships, revitalization is unlikely to occur without some catalyst to assist the process. The redevelopment process can be this catalyst.

4.3A.2 – Redevelopment as a Tool -

Redevelopment is a tool available to local governments that can help address some of the opportunities and constraints presented in already developed urban areas. Revitalization of an area can be a complex process that takes considerable time and resources, but reaching the desired end offers multiple potential benefits in terms of fiscal health, economic opportunity, additional housing, improved appearance, safety, upgraded public facilities and services, and more efficient land use and travel patterns.

Redevelopment has had an important role in creating many of California's favorite urban environments. From a broader perspective, focusing on revitalization and urban-centered growth

with more intensive land use helps relieve the pressure for development of remote areas, and preserve open space.

These opportunities and challenges are not unique to Chula Vista – they are faced throughout the region, and are increasingly reflected in regional plans and programs. The active, and growing role played by Chula Vista at the regional level helps leverage resources and obtain cooperation and support needed to meet these challenges (e.g., priority in regional grant programs).

4.3A.3 – Benefits of Redevelopment -

Some statistics provided by the California Redevelopment Association¹ are instructive.

- Twenty percent of increased property tax revenues generated from redevelopment activities must be used to increase the supply of affordable housing.
- Redevelopment is the second largest source in California after the federal government for affordable housing units.
- Over 63,000 units of affordable housing were built or rehabilitated since 1994 by redevelopment agencies in California.
- Nearly 400 redevelopment agencies are active throughout California.

During 2004, the Center for Economic Development at California State University, Chico undertook an analysis² for the California Redevelopment Association to estimate the economic impact of redevelopment agency projects on California during the prior (2002-2003) fiscal year. This analysis concluded that:

- California redevelopment agencies generated some \$31.84 billion in total economic activity.
- Every dollar of redevelopment agency spending generates an estimated \$14 of total economic activity.
- Redevelopment agency activity was responsible for creating 310,000 full and part-time jobs in California.
- Redevelopment agency activity resulted in \$1.58 billion of tax revenue for the State and local governments.

Urban redevelopment is the economic engine that drives the revitalization process, and provides many of the tools and resources needed to realize the General Plan vision for western Chula Vista. Benefits of revitalization include:

- Attracting business
- Providing a variety of housing opportunities, including underwriting affordable housing units
- Investing in infrastructure
- Protecting public safety
- Preserving and enhancing the environment
- Furnishing amenities (e.g., public plazas, cultural facilities and programs, public art, enhanced streetscapes, etc).

¹ California Redevelopment Association. 2005. Redevelopment. Building Better Communities.

² Center for Economic Development at California State University, Chico, Dr. David Gallo. January 15, 2005. The Impact of Fiscal 2002-03 Community Redevelopment Agency Activities on the California Economy. Funded by the California Redevelopment Association.

4.3A.4 – The General Plan and Revitalization -

Revitalization themes are woven throughout the General Plan document, as summarized below:

The **Preface** (Chapter 1) stresses that the Plan deals with how to “grow” and improve the existing community as much or more than with outward expansion into newly developing areas, and that it represents a new approach to directing growth and managing resources as opposed to merely an update of past plans.

The **Vision and Themes** (Chapter 4), which form the foundation and direction for the overall document, were defined through a major public outreach effort. Eight primary themes were identified, with “strong community character and image” foremost among these.

This **Land Use and Transportation Element** (Chapter 5) addresses revitalization on several levels – as a guiding component, in broad objectives and policies, and more specifically at various geographic levels, including planning areas, districts and focus areas. Section 1.4.2 discusses Redevelopment Plans and Section 7.13 addresses the Relationship of Density / Intensity to Amenities – the key notion that to achieve enhanced private development opportunities, additional public amenities are required in return to provide benefits to the community.

Redevelopment is a key tool in implementing a number of the **Economic Development Element** (Chapter 6) objectives and policies, **Housing Element** (Chapter 7) programs, and in achieving the goals and objectives of the **Public Facilities and Services Element** (Chapter 8), the **Environmental Element** (Chapter 9), and the **Growth Management Element** (Chapter 10).

Finally, **General Plan Implementation** (Chapter 11) cites redevelopment plans as one of the most powerful tools in carrying out the General Plan, (see Section 2.3.1 of Chapter 11)

The General Plan also includes policies that provide checks and balances so that the redevelopment process is sensitive to other community values, such as historic buildings, surrounding neighborhoods, the environment.

4.6 Focused Areas of Change and Preservation of Stable Residential Neighborhoods (Page LUT-30, 31)

Shaping Chula Vista's future involves designating areas considered appropriate for increased development, while balancing those against areas where limited change, and preservation should occur. ~~Development is directed primarily to transit or commercial corridors, multi-family areas, vacant lands, and underutilized areas. This targeted development will be well-designed, compatible with adjacent areas, and contribute to the continued vitality of Chula Vista's economy.~~

Recognizing the importance to preserve and protect Chula Vista's stable residential neighborhoods and overall community character, this General Plan uses three terms and approaches for directing future growth and development:

Focused Areas of Change – are those areas where more intensive development, revitalization and/or redevelopment distributes targeted types of development to designated “Focus Areas” of change. are proposed to occur. As shown on Figure 5-10, these select focus areas are strategically located in portions of the Northwest and, Southwest- Planning Areas along major activity corridors including I-5, Broadway, E Street, H Street, Third Avenue, and Main Street. In the and-East Planning Areas, they cover future development areas within the Otay Ranch., as shown on Figure 5-10. Theyse are parts of our city where new growth or-and redevelopment can best be

accommodated because of current or future transportation choices, and opportunities for mixed use development ~~or and~~ higher housing densities. The Area Plans (Sections 8.0 – 10.0 of this Element) include ~~focus area~~ discussions, diagrams, and detailed policies regarding development of these ~~se~~ Focus Areas.

Transitional Areas – ~~where~~ significant General Plan changes are not proposed, but where infill, redevelopment and/or revitalization activities may still occur. This is not intended to indicate that those areas are undesirable, problematic or necessarily unstable, but rather that some change is likely to occur. These can include commercial and industrial areas, mixed residential and commercial areas, and residential neighborhoods consisting of a mix of single and multiple-family dwellings. These may also include small areas where revitalization could enhance the surrounding neighborhood, such as a stagnant commercial center where reinvestment is desirable to make the area an asset to, and supportive of, the surrounding neighborhood. These areas are often near or between Focus Areas of Change, and may include both vacant and underutilized lands.

Stable Residential Neighborhoods - are those neighborhood areas designated, zoned and completely developed with single-family dwellings, excepting the school, park, fire station or other public or quasi-public facility that may be located within them. They may also include new or older stable, multi-family neighborhoods. Home additions, reconstruction, revitalization and rehabilitation activities will still occur, however, the use type and intensity will not change. Much of western Chula Vista is comprised of these stable neighborhoods, as is the vast majority of the development in eastern Chula Vista.

~~Overall, the General Plan The~~ Land Use Plan targets higher density and higher intensity development into specific focus areas in order to protect stable residential neighborhoods, and to create vibrant mixed-use urban environments that are oriented to transit and pedestrian activity. Development is directed primarily to transit or commercial corridors, multi-family areas, vacant lands, and underutilized areas. This targeted development will be well-designed, compatible with adjacent areas, and contribute to the continued vitality of Chula Vista's economy.

~~In general, no changes are proposed for stable single-family residential neighborhoods. Some change is considered in select small areas, where revitalization could enhance the surrounding neighborhood, such as a stagnant commercial center where reinvestment is desirable to make the area an asset to and supportive of the surrounding neighborhood.~~

4.7.2 Non-Residential Intensity

(Page LUT-35)

It is not the intent of the General Plan to allow development on all parcels to build to the maximum FAR or density allowed within a density range; the intent ~~Allowing all parcels to be developed to the maximum FAR or density allowed within a density range is not the intent of this General Plan. The intention~~ is to reflect a maximum development envelope or density range under appropriate conditions, and in accordance with applicable more detailed zoning regulations. There are many factors that may limit, or affect a development achieving the maximum density or FAR on a specific parcel, resulting from a parcel's physical limitations, the City's zoning requirements, and how a developer chooses to address the function and design of the development. These factors may include, but are not limited to the following:

- Parcel size
- Height limits
- Lot coverage allowed
- Requirements for setbacks, landscaping, and open space
- Provision of required pedestrian-oriented and transit-oriented amenities
- Development standards and design guidelines
- Type of parking provided – surface, below grade, or structured

- Adjacency to sensitive land uses, such as single-family neighborhoods

Actual FARs on a parcel by parcel basis may vary from the area-wide FARs referenced by policies for various focus areas, provided that the predominant building height intents are not exceeded. There are also opportunities for property owners/developers to achieve increased density and/or FAR within a particular General Plan range through use of an incentive program that would be implemented by the City. This topic is further discussed in Section 7.13, Relationship of Density/Intensity to Amenities, of this Element.

4.7.3 Height

(Page LUT-35)

This General Plan uses three terms to define basic categories of building heights, as follows:

- ❑ Low-rise: 1 to 3 stories
- ❑ Mid-rise: 4 to 7 stories
- ❑ High-rise: 8 or more stories

These height ranges identify the general predominant building heights intended for within a particular area. As presented through policies in the Area Plans (LUT Sections 8.0 through 10.0), one category, such as low-rise, may be stated to be the predominant, intended building height, with another category, such as mid-rise, allowed for some of the buildings. The categories are generalized in this manner to allow some discretion in the establishment of more detailed zoning regulations in a particular context.

Height variations of one to two stories may occur within a particular area's identified height range, provided the predominant height character is maintained. Within areas identified as permitting allowing for some "high-rise" building heights, eight or more stories are permitted; however, extra care or and consideration shall be given to permitting allowing for such structures to rise above eight stories, including how these structures transition to neighborhoods nearby as further discussed in LUT Section 7.2 – Urban Design and Form. High-rise building heights are not considered to be unlimited, but rather are intended to be evaluated and moderated through the criteria presented in Section 7.2.

Consistent with these General Plan intents, actual allowable building heights and the extent of any variations within particular areas will be governed by the applicable zoning regulations and/or design guidelines for those areas.

4.8 Land Use Designations

(Page LUT-36)

General Plan Land Use Designations are for general planning purposes. They describe a range of land uses that reflect different General Plan policies related to the type, location, density and intensity of development. In addition to the density or intensity included in the Land Use Designations of this element, the Area Plans for Chula Vista (Sections 8.0 – 10.0 of this element) include policies that further address the density or intensity (dwelling units per acre or floor area ratio) that is envisioned for each Planning District and their Focus Areas.

Property owners who have achieved a vested rights status retain the ability to develop in accordance with the land use designations in effect at the time of vesting prior to adoption of the General Plan Update.

4.8.4 Mixed Use Category

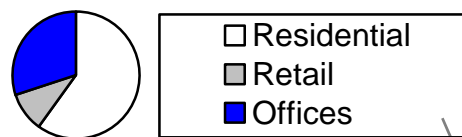
(Page LUT-43)

There are three mixed use designations in the mixed use category – one for commercial mixed use and two for residential mixed use. Areas designated as mixed use are intended to function differently from typical patterns of single-zone land uses, such as an area of only office buildings.

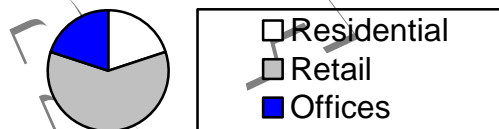
In mixed use areas, a variety of compatible land uses and activities are integrated to create a dynamic urban environment that serves as the activity center for the surrounding area.

There is variation in the intensity and density of mixed use designations for specific parts of the City, with residential densities ranging from 28 to 60 dwelling units per acre, and Floor Area Ratios ranging from FAR 1.0 to 4.0.

The allowable density and intensity of development in the mixed use is tied to the provision of necessary amenities to achieve the community's vision for a well-balanced urban environment. Further guidance regarding the desired character, density, and intensity of mixed use designated areas are provided in the Area Plans, Sections 8.0 – 10.0 of this element. [Those Sections also provide guidance regarding the general mix of uses envisioned for a particular area through a simple pie chart. The purpose of the pie chart is to express the broad, general apportionment of uses including residential, retail and office. The pie charts are not intended to be literally interpreted or measured, but rather to guide the overall emphasis of uses desired for a particular area. For example, the following pie chart indicates that an area should be largely residential, with a small supportive retail component:](#)



[By comparative example, the following pie chart indicates that an area should be largely retail and office commercial, with a limited residential component:](#)



The Mixed Use Residential and Mixed Use Transit Focus Area (TFA) designations are intended to expand the potential for residential development with convenient access to major activity centers and to create new consumer markets in appropriate areas of the City. Both these designations allow residential to be mixed with office and/or retail uses.

4.8.7 **Special Designations** [Planning Areas](#)

(Page LUT-46)

Resort

The Resort designation identifies existing and potential locations for large-scale, destination-oriented resort facilities with a full range of resort related services. Uses may include, but are not limited to, hotels and motels, resort-oriented commercial services, restaurants and retail shops, cultural arts centers, recreational uses, time-share residences, conference centers and permanent residences. The specific density of use for resorts within this category shall be determined at the Sectional Planning Area Plan level, with consideration given to General Plan consistency, environmental impacts and other relevant factors.

Specialty Conference Center

~~This designation identifies the area consisting of the existing Birch Patrick Estate House in the East Planning Area, which is intended to be used privately and publicly as a conference center /community center. Note: Designation also deleted from Table 5-4.~~

Eastern Urban Center

This designation is applied to an area generally bounded by SR-125, Birch Road, Eastlake Parkway and the extension of Rock Mountain Road from SR-125 to Eastlake Parkway, within the East Area Plan. The EUC is a high-intensity, mixed use urban center that will serve eastern Chula Vista and the broader south county area, and will also function as the urban core for the Otay Ranch. It will contain residential densities that range from Medium-High to Urban Core residential, and a variety of integrated mixed use, commercial, cultural, public and office uses. Standards unique to the EUC, for both public and private uses, will be developed to create its distinct urban character.

Town Center

The Town Center designation is intended to provide a pedestrian-oriented environment that includes a mix of multi-family residential, retail shops, restaurants, professional office or other commercial use opportunities. Higher residential densities and commercial services are provided within approximately ¼-mile of transit facilities. A residential density range of 18 to 30 dwelling units per acre is permitted, although the higher densities may be approved only where necessary to support special housing needs, such as student and faculty housing for the University. Town Centers should typically provide a more extensive grid street system and may include specially designed arterial roadway(s) that encourage increased pedestrian-activity while providing for efficient traffic circulation.

H Street Transit Corridor Special Study Area

This study area is generally defined as covering properties along both sides of H Street, extending from Interstate 5 to Third Avenue. The purpose of the H Street Transit Corridor Special Study Area is to evaluate potential modifications to land uses, densities, intensities, building mass, and the potential for high-rise buildings. While the special study is to be focused on the H Street corridor, as generally depicted on Figure 5-17A, the precise boundaries will be established at the time of the study. The study is further described in LUT Section 7.2

University Study Area

This study area is applied to four focus areas that are located on the site of the future university and surrounding properties in the East Area Plan and includes the University Campus, University Village, the Regional Technology Park, and the Eastern Urban Center. The purpose of the University Study Area is to develop a coordinated strategy to address the important relationships between the Focus Areas and the need for coordinated development to enhance the economic and community success and vitality of the District. This Study Area is further described in LUT Section 10.5.4.

Projected Population. "At build-out in 2030, the overall Chula Vista Planning Area will accommodate a population of approximately 326,3900, an increase of about 47% percent over the current 2004 estimated population of 222,300." The Planning Area also includes lands outside the City's current (2004) corporate boundary. This reflects an overall annual growth rate of about 1.8 percent over the next 26 years. The City's annual growth rate over the past 30 years was about 4.6 percent, not including the annexation of the inhabited Montgomery community in 1986, which included approximately 26,000 residents. Table 5.5 shows the current estimated and projected populations for Chula Vista by Planning Area. Additional historic population growth information can be found in Chapter 3, Section 3.1, Chula Vista in Perspective.

TABLE 5-5
Chula Vista Projected Population in 2030

Planning Area	Year 2004*	Year 2030**
Bayfront***	0	2,500
Southwest	54,840 53,560	61,800
Northwest	58,860 56,930	74,900
East (incorporated area)	95,500 98,710	160,700
East (unincorporated area)****	13,100	27,000
TOTAL	222,300	326,900

*Source: Year 2004 population estimate derived from State DOF Jan. 1, 2004 estimate for the City of Chula Vista and 2000 Census for unincorporated area.

**Year 2030 population estimate derived using year 2000 Census and State DOF factors.

***Bayfront Year 2030 estimate based on adopted General Plan land uses; this number may change based on adoption of a Bayfront Master Plan.

****"East (unincorporated area)" includes the Sweetwater and East Otay Ranch Planning Sub-areas, with most of the growth occurring in the East Otay Ranch Planning Sub-area.

Chula Vista's projected population in Table 5-5 exceeds SANDAG's current 2030 Regional Forecast (Dec. 2003) for two main reasons. First, the overall Chula Vista Planning Area population shown includes some areas outside of existing City boundaries. Secondly, the current SANDAG 2030 Forecast is based upon existing local plans, and does not reflect the 93,000 housing unit shortfall in the amount of additional regional housing capacity needed to support forecasted population growth. In response, and to avoid simply "exporting" that demand to neighboring regions, and increasing long-distance commuting and congestion, SANDAG's Regional Comprehensive Plan (RCP) stresses the importance of local jurisdictions' adding housing capacity in their General Plans. SANDAG regional forecasts are generally updated every few years, and will be revised several times over the life of this General Plan.

Chula Vista's efforts through this General Plan to pursue infill development, additional mixed use and greater residential densities in selected areas, improved jobs/housing balance, and more transportation options are in keeping with the principles of the RCP. The additional housing capacity and associated population represents the City's commitment to address its share of regional needs, and to work cooperatively with the region in securing funding for local and regional projects that support smart growth.

Projected Land Use. For the purpose of analyzing potential traffic and other effects of development, 2030 is the “horizon year” or limit of analysis for this General Plan. The acreages of the various land uses on the General Plan Land Use Diagram are presented in Table 5-6, General Plan Land Use Distribution in 2030. Table 5-7 shows the 2030 projections for number of dwelling units. For the purpose of projecting the 2030 development, this General Plan assumes a uniform FAR across areas containing multiple parcels; however, it is recognized that some parcels will be developed or redeveloped at higher FARs, while other parcels are already built out and will not be developed further. There may be some shifting of overall building intensity and residential density within Planning Districts. A monitoring program will be used to effectively track development as it occurs within each Planning District to ensure that the projected overall building intensity and residential density are not exceeded.

[Further detail and the underlying assumptions used to derive the 2030 horizon year projections for development are found in Appendix _____ of this General Plan.](#)

5.0 TRANSPORTATION

(Page LUT-50)

5.1 Introduction

Chula Vista’s transportation system connects our different land uses with various types of roads and paths, providing access to where we live, work, shop and spend our leisure time. The system plays an important role in shaping the overall structure and form of the City, in that it simultaneously divides and connects land uses. As Chula Vista and surrounding areas continue to grow, the transportation system must be able to accommodate future traffic and provide the means to move people and goods within and through Chula Vista.

This section of the Land Use and Transportation Element discusses Chula Vista’s Circulation Plan; Measurements of Traffic; Urban ~~Mobility; Core Roadway Classifications~~ **Circulation Element**, Public Transit Plan; Bikeway System; Pedestrian Sidewalks, Paths and Trails; Movement of Goods; and Noise (as it relates to traffic). Trails and bikeways are further discussed in Chapter 9, Environmental Element.

A ~~Traffic Impact Report~~ **Transportation Study** has been completed for this General Plan and is summarized in the Environmental Impact Report (EIR). The EIR examines existing roadway conditions (Year 2004), as well as a variety of future traffic conditions (Year 2030 and ~~the Buildout~~). These scenarios include variations in land use assumptions and alterations to the Circulation Element. Plan to ground as well as plan to plan analysis was conducted. Long term CEQA level analysis was performed in the EIR, however, the City does perform additional Growth Management analysis on specific circulation roadways throughout the City as described below. This Growth Management analysis is in the very short term as is not applicable to the future scenarios.

5.2 Circulation Plan

Chula Vista’s Circulation Plan (Figure 5-13 West and East) consists of the physical transportation system, such as streets, highways, bicycle routes, paths and sidewalks, and also includes the various modes of transportation, such as cars, buses, bus rapid transit vehicles, trucks (for goods movement), rail, bicycles, ridesharing and walking. It is designed to serve the land use patterns and densities described in the General Plan, and depicts the roadway classifications that will serve transportation demand resulting from the complete build-out of the City of Chula Vista. ~~The potential future extension of La Media Road to the south across the Otay River is shown as a dashed line on Figure 5-13 East in order to reserve it as an option of subsequent analysis demonstrates its need. This will be dependent on future land use plans, such as the City of San~~

~~Diego's Otay Mesa Community Plan Update.~~ For additional information and policies regarding this potential future extension transportation and transit, refer to this Element's Sections 7.7, [Linking Chula Vista Internally and to the Region through 7.11](#) of this Element

The Circulation Plan was ~~tested~~ analyzed using the SANDAG regional transportation demand model (TRANPLAN, Series 10 [population and employment forecasts](#)). Technical evaluation was performed to confirm that the system will have sufficient capacity to provide acceptable Levels of Service (LOS).

5.3 Measurements of Traffic (Page LUT-51)

Level of Service (LOS) is a measure of actual traffic conditions and the perception of such conditions by motorists. It is used to describe the average daily number of vehicles on a street relative to the street's vehicular capacity and the resulting effect on traffic. There are six defined Levels of Service, A through F, which describe conditions ranging from "ideal" to "worst" as defined in Table 5-8, Level of Service Descriptions.

**TABLE 5-8
LEVEL OF SERVICE (LOS) DESCRIPTIONS**

Level of Service (LOS)	Description of Operation
A	Traffic is typically free-flowing at average travel speeds, with very little delay. Vehicles are seldom impeded in their ability to maneuver in the traffic stream. Delays at intersections are minimal.
B	Represents reasonably unimpeded operations at average travel speeds. The ability to maneuver in the traffic stream is slightly restricted but the majority of vehicles do not stop and it is not bothersome.
C	Represents stable operations with acceptable delays; if an intersection is signalized, a few drivers may have to wait through one signal cycle. The ability to change lanes and maneuver may be more restricted than LOS B.
D	Congestion occurs and a small change in volume increases delays substantially during short periods, but excessive backups do not occur.
E	Congestion occurs with extensive delays on one or more signal cycles and low travel speeds occur.
F	Arterial traffic flows at extremely low speeds, intersection congestion occurs with excessive delays; and back ups from other locations restrict or prevent movement.

In order to determine the LOS for a designated point along a street or at an intersection on a daily basis, the Average Daily Traffic (ADT) volume is compared to the street's intended capacity. This type of LOS analysis is a general indicator of roadway segment performance, and does not take into account intersection operations during peak commuting hours. Table 5-9 shows the City's performance standards and volumes for street segments. The acceptable LOS is C, except for streets in the Urban Core Subarea, which have an acceptable LOS of ~~E~~D. This is discussed fully in Section 5.4, Urban [Mobility Core Circulation Element](#).

**TABLE 5-9
STREET SEGMENT PERFORMANCE STANDARDS AND VOLUMES**

Street Classification	Acceptable LOS	Acceptable Volume (ADT)
Expressway	C	70,000
Prime Arterial	C	50,000
Major Street (six lanes)	C	40,000
Major Street (four lanes)	C	30,000
Town Center Arterial	C	50,000
Class I Collector	C	22,000
		68,000 61,200 (six lanes)
Gateway Street	E D	48,000 43,200 (four lanes)
Urban Arterial	E D	42,000 37,800
Commercial Boulevard	E D	37,500 33,750
Downtown Promenade	E D	16,000 14,400

A roadway's capacity is primarily a function of the number of lanes provided to carry traffic volumes, and whether or not the roadway is divided with a median or center turn lane. Typically, the more lanes provided, the more capacity the roadway has to accommodate traffic demand.

The peak hour capacity of a roadway is influenced by a number of variables, including the type of intersection controls, signal timing, the presence and frequency of driveways, on-street parking, the percentage of the daily traffic in the peak hour, the direction of traffic in the peak hour and other factors.

5.3.1 Analyzing and Measuring Traffic Impacts (Page LUT-54,55)

The City of Chula Vista conducts traffic analyses and planning through a three-tiered system that allows the City to cover a broad range of time frames and conditions spanning from 20+-year future forecasts, to near-term project evaluations, to actually driving the roadways to determine real-time current performance. These three analyses have different degrees of precision in determining impacts based on several considerations which include: the type of project being considered; the study years chosen; whether the analysis will consider short-term impacts; long-term impacts or both; and whether the analysis is being conducted to satisfy a CEQA requirement or strictly a City traffic review.

Long-Term Forecasts

Long-term forecasts are utilized for determining theoretical traffic impacts in the distant future, and are typically applied in analyzing timeframes 15 years or more into the future, and/or at build-out of an area when all land use capacity is assumed to be developed. These are the type of forecasts used in conjunction with General Plan evaluations that are typically based on build-out conditions for the area under study. Regarding this General Plan, development conditions projected to the year 2030 were employed for the surrounding San Diego region using SANDAG's forecasts, with full build-out of all land uses assumed within Chula Vista's General Plan Area.

These forecasts are very general and conservative in nature given that they look so far into the future, and are unable to address details such as intersection configurations, signal timing and

other particular roadway characteristics that may exist in the future. For long-term and General Plan-level analyses, LOS projections are determined using a general traffic volume to roadway capacity ratio (commonly referred to as V/C). Broad LOS performance indicators, as presented in Table 5-9, are determined for roadways based on dividing total projected roadway trip volumes by various LOS amounts that equate to A-F performance levels, based on a roadway's classification. These criteria are standards presented in the Highway Capacity Manual, which is a professional reference publication employed by transportation planners.

Table 5-9 identifies those roadway classifications that comprise the City Circulation Plan. The Circulation Plan developed for the General Plan was based on forecasted ADT volumes resulting from build-out of the proposed General Plan land uses as described above. The table shows LOS "C" as the minimum acceptable LOS for determining functional classification of individual roadways outside of the Urban Core Subarea, and LOS "E" for determinations within the Urban Core Subarea. Urban Core Subarea roadway classifications and evaluation standards are further discussed in Section 5.4, Urban MobilityCore Circulation Element.

5.4 Urban MobilityCore Circulation Element

(Page LUT-56)

Traditional LOS methodologies and traffic study guidelines often favor improved automobile flow, which may have a negative impact on pedestrian and transit mobility, and have the unintended effect of limiting development opportunities in more developed areas. The Urban Mobility traffic study approachCore Circulation Element, however, recognizes that the automobile is just one of several modes of travel that can move people in urbanized environments, and that more intensive developments in built up areas should not be constrained by policies that focus exclusively on moving vehicular traffic.

The overall goal of an Urban Mobility approachUrban Core Circulation Element is to support the development of great places and neighborhoods by providing transportation choices and supporting those choices with attractive, safe, convenient, and functional infrastructure for all modes of travel. The Urban Mobility approachUrban Core Circulation Element explores-provides opportunities to make policies and standards sufficiently flexible to support Transit Oriented Development (TOD) in select transit corridors and town centers while maintaining the commitment of new development to mitigate impacts of new travel demand, and to improve the transit, pedestrian and bicycle environment.

The Urban Core Circulation Element recognizes that in certain corridors and centers served by transit, it is acceptable to reduce the vehicle level of service standards that are applied to suburban areas of the City under certain circumstances. These circumstances would include ensuring that the area's transportation system is able to move people effectively by a combination of modes and providing a sound analytical approach for evaluating traffic LOS. The Urban Core Circulation Element promotes the use of revised level of service standards, alternative ways of measuring level of service for vehicles, and possibly establishing level of service criteria and performance measures for other modes of travel. The following steps were taken to develop the Urban Core Circulation Element in western Chula Vista:

1. Identification of context-specific street classifications.

The following roadway classifications are proposed within the Urban Core and its immediate environs:

- **Gateway Street.**
- **Urban Arterial.**
- **Commercial Boulevard**
- **Downtown Promenade**

See Section 5.5.7 for a more detailed discussion of the above-described street classifications.

2. Development of capacity standards for the Urban Core Circulation Element.

The capacities for the Urban Core Circulation Element were developed based on Highway Capacity Manual (HCM) procedures. The values presented in Table 5-9 were obtained from the *Generalized Planning Analysis*¹ method, which provides a method for estimating 24-hour street segment capacity using *HCM 2000* procedures². Whereas ADT-based thresholds in the City of Chula Vista, and many other communities, have evolved over time as rules of thumb, the Generalized Planning Analysis method provides a scientific method to relate peak hour HCM-calculated results to acceptable ADT volumes on certain classes of roads. The acceptable 24-hour volume is adjusted to account for design elements that move traffic efficiently. These include traffic signal spacing and timing. The results provided by the method were tailored to Urban Core streets to account for peak hour spreading. Because the Urban Core will become a destination rather than a waypoint, the 24-hour volume will be less concentrated in peak commuting hours. The maximum capacities shown in this table assume implementation of traffic and multi-modal improvements.

3. Identification of appropriate performance standards for the Urban Core Circulation Element

The Urban Core Circulation Element will accommodate all modes of travel (vehicular, transit, bicycling, and walking) and a variety of different trip types (shopping, entertainment, dining, as well as commuting). As discussed above, the existing capacities and performance standards used for streets throughout the City of Chula Vista emphasize vehicular commuting trips, and have the unintended effect of limiting the potential for a more urbanized downtown environment. Accordingly, within the Urban Core and its immediate environs (where the Urban Core Circulation Element is located), the minimum performance standard on the Urban Core Circulation Element is LOS D. Previously referenced Table 5-9 presents the proposed LOS criteria for these urban roadway classifications.

¹ Florida Department of Transportation, Updated Jan. 7, 2003

² Chapter 15, Urban Streets

~~The Urban Mobility approach uses several techniques, that are generally consistent with regional congestion mitigation strategies and traffic study guidelines, to create incentives for development that supports transit use, mixed land uses, and walking. And it supports the notion that, under special circumstances, in certain corridors and centers served by transit, it is acceptable to exceed vehicle LOS standards. These circumstances would include ensuring that the area's transportation system is able to move people effectively by a combination of modes. This objective promotes the use of revised LOS standards, alternative ways of measuring LOS for vehicles, and possibly establishing LOS criteria and performance measures for other modes of travel.~~

~~Urban Mobility techniques include use of the following:~~

- ~~—Transit Quality of Service (TQOS), which identifies the degree to which transit serves a particular development site. It considers the type of transit, frequency of service, and distance from development.~~
- ~~—Development's Transit and Pedestrian Friendliness, which considers if a development's amenities, site layout, and building orientation improves the pedestrian environment and people's access to transit.~~
- ~~—Urban Arterial Designation, whereby certain streets are designated as urban arterials, with a lower design speed and reduced LOS standard.~~

~~Table 5-9 shows the acceptable LOS volumes based on an Urban Mobility approach for the City of Chula Vista's Urban Core Subarea streets.~~

~~The approach of using a performance standard of LOS D for more urbanized areas is not unique to Chula Vista. Both the City and County of San Diego use LOS D as their performance standard in urbanized and built-out communities. The City of San Diego uses LOS C as the minimum performance standard in newly developing areas. The City of Chula Vista will have the same two-tiered performance standards that are tailored to the context of surrounding development. Further, these Urban Mobility standards~~Core Circulation Element ~~follows the precedent of California Senate Bill 1636 (which allows for relaxing of LOS standards in "infill opportunity areas") and the City of San Diego, which has established a performance standard of LOS "E" for streets in their Centre City district. Continuing to use existing procedures and suburban-based performance standards would effectively discourage development in the Urban Core Subarea, hindering the implementation of one of the primary themes of this General Plan.~~

~~Henceforth, the City of Chula Vista will follow Urban Mobility standards. Because As discussed above, because~~ of existing and projected future land use patterns in the City, there is a strong distinction between the operating characteristics of the street systems within and outside of the Urban Core Subarea. The LOS and volume standards in the City's Circulation Plan will be applied throughout Chula Vista, with special considerations in the Urban Core Subarea, where LOS "E" D will be acceptable. LOS "E" D is appropriate in the Urban Core Subarea because development will have a more urbanized character, and physical constraints exist, such as limited area to expand rights-of-way. Also, the change in performance standard will help balance and serve all transportation modes (i.e., transit, pedestrian, bicycling, etc.) and will avoid the disruptive effects of widening streets in a built environment. In accordance with that urban character, projects within the Urban Core Subarea will need to comply with urban development standards a presented in Section 7.13 of this element.

5.5 Roadway Classifications

Roadway classifications for the City of Chula Vista are described below. The roadway volume and acceptable LOS for each roadway classification is summarized in Table 5-9. Detailed information regarding roadway design and roadway sections are found in the City of Chula Vista Subdivision Manual, which contains general guidelines for roadway design, including street cross-sections and other related improvements. Urban Core streets are described below and are addressed in more detail in Section 9.3.5, "Urban Core Street Network."

5.5.7 Urban Core Streets (Page LUT-59,60)

The following four roadway classifications are found only in Chula Vista's Urban Core Subarea and have a different acceptable LOS standard than the City's other roadway classifications. Their acceptable LOS "E" is in accordance with the concepts described above in Section 5.4 of Urban Mobility, which is discussed in Section 5.4 of this element.

- **Gateway Street:** these roadways (segments of Broadway, Fourth Avenue, E Street, H Street, I Street, and L Street) connect the Urban Core to SR-54, I-805 and I-5. These facilities are analogous to six- or four-lane major roads in other parts of the City, but will provide special design features and amenities to encourage access for the full spectrum of travel modes. These streets will be the major entry points to and from the Urban Core, and special landscape and entry treatments will be incorporated into the design.
- **Urban Arterial:** these roads include portions of E Street, H Street, Marina Parkway, and Fourth Avenue. In terms of cross section, urban arterials are similar to four-lane major roads in other areas of Chula Vista, but with special features to support multi-modal trip-making, such as wider sidewalks, transit station curb "bulb outs", and pedestrian amenities.
- **Commercial Boulevard:** these streets include segments of Broadway and Third Avenue (north of E Street and South of H Street) and will serve existing and future shopping districts. Design will be generally consistent with four-lane majors in other areas, but with special design features reflecting the multi-modal nature of streets in more urban areas.
- **Downtown Promenade:** these roads (including portions of F Street and Third Avenue) will provide access to retail establishments in the heart of the Urban Core. Street cross section will be similar to a two-lane or four-lane collector, but with multi-modal features and amenities that accommodate the surrounding urban context.

Furthermore, and in order to help promote pedestrian friendliness, these streets will provide, in varying amounts, the following generalized amenities:

- Way finding maps, grated planters, trash receptacles, and benches strategically located throughout the Urban Core Subarea. Streetscapes should be designed with inviting wider sidewalks that should be passable without having to maneuver around hedges or other obstacles.
- On-street parking, limited driveway cuts, and landscaping or planting strips, which create a buffer between traffic and pedestrians and provide canopy shade. A well-designed streetscape makes people feel comfortable and invites and motivates residents to walk or bike to destinations, such as shopping or work. Urban Core Subarea street design should include mid-block crosswalks and neighborhood pass throughs to future open space areas and common areas. This helps to create a human scale.
- Behind the sidewalk, easily accessible building entrances with minimum building setbacks, windows at street level and no blank walls on adjacent buildings.
- Distinctive public transit amenities to increase ease of use and attractiveness of neighborhoods. Transit amenities should include next bus information kiosks, bicycle facilities and interconnections to other routes and bikeways, bike racks, lockers and shower facilities. The objective of this design is to reinforce bikes as a mode of transportation connected to and coordinated with other modes and bus lines, to connect people and places through a complete street network that invites walking and bicycling, thereby providing convenient public access.

Gateway Street

The intent of the Gateway Street is to link the Urban Core to the surrounding freeways that will provide regional access to and from this area. These roadways (segments of Broadway, Fourth Avenue, E Street, H Street, I Street and L Street) connect the Urban Core to State Route 54, Interstate 805 and Interstate 5. These facilities are similar to four- and six-lane major roads in other parts of the City, but will provide special design features and amenities to encourage access for the full spectrum of travel modes.

Urban Arterial

The intent of the Urban Arterial is to serve all modes of travel within a more urbanized development context. These roads include portions of E Street, H Street, Marina Parkway, and Fourth Avenue. Urban Arterials are similar to four-lane major roads in other areas of Chula Vista, but with special features to support multi-modal trips. Urban Arterials serve as transitional roadways between Gateway Streets and the Commercial Boulevards and Downtown Promenades.

Commercial Boulevard

These streets include segments of Broadway and Third Avenue (north of E Street and south of H Street) and will serve existing and future shopping districts. Design will be generally consistent with four-lane majors in other areas, but with special design features reflecting the multi-modal nature of streets in more urban areas.

Downtown Promenade

These roads (including portions of F Street and Third Avenue) will provide access to retail establishments and residences in the heart of the Urban Core. Street cross-section will be similar to a Class I Collector, but with multi-modal features and amenities that accommodate and enhance the surrounding urban context.

(NOTE: existing Section LUT 7.2 will be renumbered to Section 7.3)

7.2 Urban Design and Form (NEW SECTION) (Page LUT-74)

As introduced in LUT Sections 3.0 and 3.5, establishing and reinforcing this City's urban design and form is necessary to ensure that the desired character and image of the City is protected and enhanced as the City grows and develops over time. The evolving urban design and form of Chula Vista are considered to be key to this City's community character and image, and should be addressed carefully. As noted in particular under Theme 8 – "Shaping the Future through the Present and Past", such change and evolution must be accomplished in a manner that complements Chula Vista's heritage and unique sense of place. This includes consideration of a number of inter-related factors such as preserving and enhancing stable residential neighborhoods, focusing on edges between new development and redevelopment to ensure compatible land use and edge transitions, and historic preservation, among others. This approach to ensuring harmony between needed and desired changes, and the City's past and present, is carried out through a number of objectives and policies both in this Section and in Sections 7.3 through 7.6, as well as in the Area Plans in LUT Sections 8 through 10.

Given Chula Vista's past, and the community's concerns about image and character, another key component of this General Plan is clearly identifying those areas where the highest intensities and densities should be focused, and accordingly where taller buildings may occur. Historically, taller buildings (over four or five stories) have occurred rarely, and certainly not through a strategic effort to define the City's skyline, to identify where prominent building mass would be beneficial or to signify important activity centers. As shown on Figure 5-17A, this General Plan identifies four, limited locations where urban development intensities and taller building forms would be most appropriate. These include the three transit focus areas in Urban Core of western Chula Vista; two around the existing E Street and H Street trolley stations, and the third around the future station on H Street near Third Avenue. The fourth area is the Eastern Urban Center in Otay Ranch which has been planned for urban development since the Otay Ranch General Development Plan was approved in 1993.

Also depicted on Figure 5-17A is the H Street Transit Corridor Special Study Area. The purpose of this special study is to analyze and evaluate the appropriateness of plan changes that could result in mixed land uses, increased intensities, and potential high-rise buildings along H Street between Interstate 5 and Third Avenue. An important consideration of the study is that the area is a major activity corridor, and functions as the primary entry into the urban core. It is a major link between Broadway and the downtown area, is targeted as a major transit connection between the eastern portion of the City and the west, and currently consists primarily of community or sub-regional-serving non-residential land uses. These uses include the South County Regional Center and Superior Court, medical offices, several bank facilities, a major hospital and medical facility at Scripps, major commercial uses at the Chula Vista Center, numerous restaurants, retail businesses and professional offices. In view of these existing land uses along H Street, the future intensification planned with the two TFAs at either end of the corridor, and the potential for future market forces to focus on H Street as a key corridor, a special study is needed that examines further potential changes in land use and intensity, building

mass, the potential for taller buildings, and the relationship and appropriate transitions to adjacent stable neighborhoods (see Policy LUT 2.6).

The identification of these above transit focus areas and corridor within-in the City's Urban Core, as well as within the Eastern Urban Center (EUC), are intended to establish places where people are attracted to active pedestrian-oriented experiences, including shopping, restaurants, entertainment and employment, and which are located along major thoroughfares and transit routes where they can be most readily accessed. While allowance for higher intensities and taller buildings, or "high-rise" structures, in these locations provides more housing, employment and other opportunities on a smaller amount of land, the principal reason for high-rise structures is to provide landmarks and skyline recognition for key areas of the City, and punctuate them as vibrant, active and successful community centers.

The following Objectives and policies are provided to ensure that the evolution of more urban land use areas within Chula Vista are strategically focused and harmoniously, integrated to adjoining stable neighborhood areas, and that the allowance of high-rise structures of eight or more (8+) stories is accordingly managed. In addition, —pPlease see Planning Area Plans (LUT Sections 8-10) for site further area-specific discussions and policies, as well as the Otay Ranch General Development Plan (GDP) which addresses development within the EUC.

(NOTE: existing Objective LUT 2 re-numbered to LUT 4)

Objective LUT 2 (NEW)

Limit locations for the highest development intensities and densities, and the tallest building forms, to key urban activity centers that are also well served by transit.

(new)LUT 2.1: Locate Mixed Use Transit Focus Areas where major transit stations exist or are planned.

(new)LUT 2.2: Locate the highest development intensities and residential densities within Mixed Use Transit Focus Areas where strong City gateway elements exist or key urban activity areas occur.

(new)LUT 2.3: Limit the location of high-rise structures to within these Transit Focus Areas, and the Eastern Urban Center area of Otay Ranch.

(new)LUT 2.4 High-rise buildings will be subject to discretionary review in order to ensure they are a positive addition to the City in accordance with the following provisions:

- The building must reflect unique, signature architecture that symbolizes the City, and can be immediately recognized as a positive Chula Vista landmark.
- The building must be accompanied by clear public benefits in acceptance of the height, such as increased public areas, plazas, fountains, parks or paseos, extensive streetscape improvements, or other public venues or amenities.
- The overall building height and massing must reflect appropriate transitions to surrounding areas in accordance with the future vision for those areas, or if the building is on the periphery of an area of change, to the adjoining neighborhood. Specific Plans, General Development Plans/Sectional

Planning Area Plans or other zoning regulations will provide the basis for defining such transitions.

(new) LUT 2.5 Require proposals for any high-rise buildings to conduct shadow studies to assess the effects on light and solar access on adjacent areas and buildings.

(new) LUT 2.6 Conduct a special study to examine the potential for higher land use intensities and taller buildings along the H Street Transit Focus Corridor between Interstate 5 and Third Avenue, and to also address compatibility issues with adjacent stable neighborhoods. The precise boundaries will be established at the time of the study, and all land use policies contained in this General Plan shall apply until modified as a result of study findings, and any appropriate amendments to this Plan.

Objective LUT 3 (new)

Direct the urban design and form of new development and redevelopment in a manner that blends with and enhances Chula Vista's character and qualities, both physical and social.

Policies:

(new) LUT 3.1 Adopt urban design guidelines and/or other development regulations for all Districts or Focused Areas of Change, (as presented in the Area Plans (Sections LUT 8-10)) as necessary to ensure that new development or redevelopment recognizes and enhances the character and identity of adjacent areas, consistent with this General Plan's vision.

(new) 3.2 Any such urban design guidelines and/or other development regulations shall also be consistent with other, related policies and provisions in this General Plan, including Sections LUT 7.3, 7.4, 7.5 and 7.6.

7.2-3 Preserving and Enhancing Stable Residential Neighborhoods (Page LUT-74)

Planning for existing neighborhood preservation, identity and protection is one of the most important purposes of the City's General Plan. Existing residential neighborhoods in the City consist of either mostly single-family dwellings, mostly multi-family dwellings, or areas in transition. Residential neighborhoods that are not considered in transition are considered stable and should be protected. (Please refer to LUT Section 4.6 for discussion of this terminology).

To maintain the quality of existing, stable residential neighborhoods requires that the City conserve existing housing, ensure good street design, minimize and control traffic in residential neighborhoods, and ensure that development adheres to quality design standards. Please refer to Section 7.3 for additional policies on the protection of stable neighborhoods.

Objective LUT 2.4

Establish policies, standards, and procedures to minimize blighting influences and maintain the integrity of stable residential neighborhoods.

Policies

- LUT-24.1: Preserve and reinforce the community character of existing older, well-maintained, ~~stable residential~~ neighborhoods ~~not designated as focus areas~~ located outside of the districts or focus areas identified for change in this document.
- LUT-24.2: Protect existing stable single-family neighborhoods through zoning or other regulations that discourage the introduction of higher density residential or other ~~Protect existing stabilized single-family neighborhoods from the encroachment of incompatible or potentially disruptive land uses and/or activities.~~
- LUT-24.3: ~~Ensure~~ Require that new development, or redevelopment, is a positive addition to the City's environment and through consideration of site and building design, and appropriate transition and edge treatments does not detract from negatively affect the nature and character of ~~appropriate~~ nearby established neighborhoods or development.
- LUT-24.4: Ensure that proposals for new construction, remodels and additions within existing stable neighborhoods are appropriately sized and designed to be compatible with the existing neighborhood's character, ~~thereby~~ and to minimize ~~ing~~ impacts on adjacent parcels.
- LUT-24.5: ~~Allow~~ Establish zoning or other regulations to ensure that non-residential uses or activities in stable residential neighborhoods occur ~~areas~~ only when the character and the quality of the neighborhood can be maintained.
- LUT-24.6: ~~Develop strategies to discourage~~ Minimize to the maximum extent practicable, the use of neighborhood streets in stable residential neighborhoods for regional and local or cut-through traffic, through circulation design and/or traffic calming features and to protect those existing neighborhoods from adverse traffic effects.
- LUT 4.7 Recognize established communities and neighborhoods within the City through signage, landscaping or other identifying features.

7.34 Implementing Mixed Use Areas

(Page LUT-75)

The General Plan proposes mixed-use development to create vibrant environments in select areas of the City. These mixed-use areas are intended to provide housing and jobs near existing and proposed transit locations, as well as at activity centers located throughout the City. The mixed-use areas allow the City an opportunity to provide appropriate areas with ~~for~~ a more urban living and working environment than currently exists in the City.

Objective LUT 35

Designate opportunities for mixed use areas with higher density housing that is near shopping, jobs, and transit in appropriate locations throughout the City.

Policies

- LUT-35.1: Promote mixed use development, where appropriate, to ensure a pedestrian-friendly environment that has opportunities for housing, jobs, childcare, shopping, entertainment, parks, and recreation in close proximity to one another.

- LUT-35.2: Encourage new development that is organized around compact, walkable, mixed use neighborhoods and districts in order to conserve open space resources, minimize infrastructure costs, and reduce reliance on the automobile.
- LUT-35.3: Authorize and encourage mixed use development in focus areas, including high-density residential housing, neighborhood-serving commercial, and office uses.
- LUT-35.4: Develop the following areas as mixed-use centers: Urban Core, Palomar Trolley Station, Eastern Urban Center, and Otay Ranch Village Cores and Town Centers.
- LUT-35.5: Amend the Zoning Ordinance to implement mixed use zoning districts that provide development standards for mixed-use development, which should address minimum density and intensity requirements; allowable uses; building heights; and any shared parking standards.
- LUT 35.6: Allow for the revitalization and intensification of infill sites within the Northwest and Southwest Planning Areas, consistent with FAR limitations; and amend the Zoning Ordinance so that it does not inhibit appropriate infill development.
- LUT 35.7: Encourage new ownership or rental housing in mixed use designations and near major transit services, where compatible with adjacent neighborhoods. Mixed use housing should minimize impacts on designated single-family neighborhoods.
- LUT 35.8: Encourage a wide variety of retail and commercial services, such as restaurants and cultural arts / entertainment, in appropriate locations.
- LUT 35.9: Encourage active and inviting pedestrian-friendly street environments that include a variety of uses within commercial and mixed use areas.
- LUT 35.10: Support the continued development of a visitor economy in the Northwest Planning Area and additional visitor commercial uses and amenities in the Bayfront Planning Area.
- LUT 35.11: Endeavor to reduce the number of peak hour automobile trips by supporting increased services near workplaces.
- LUT 35.12: Minimize local and regional traffic by concentrating higher density employment near major transit services.
- LUT 35.13: Higher density residential and mixed use residential/commercial development should be designed to:
- Create a pleasant walking environment to encourage pedestrian activity.
 - Maximize transit usage.
 - Provide opportunities for residents to conduct routine errands close to their residence.
 - Integrate with surrounding uses to become a part of the neighborhood rather than an isolated project.
 - Use architectural elements or themes from the surrounding neighborhood.
 - Provide appropriate transition between land use designations to minimize neighbor compatibility conflicts.

7.4.7.5 Compatible Land Use and Edge Transitions

(Page LUT-77)

Incompatible land uses immediately adjacent to one another, such as residential and industrial uses, may significantly affect the health of a community. Uses should be appropriately buffered or incompatibilities should be addressed through redesignation of uses or mitigation of impacts to adjacent uses in the area. Mixed use areas will inherently have higher levels of activity and intensity than solely residential neighborhoods. Both the pattern of mixed use areas and individual project designs must be sensitive to edge transitions between neighborhoods and strive to minimize potential impacts on adjacent residential neighborhoods.

Objective LUT 46

(Page LUT-77,78)

Ensure adjacent land uses are compatible with one another.

Policies

- LUT-46.1: ~~Ensure~~ through adherence with design guidelines and zoning standards that the design review process guarantees excellence in design, and that new construction and alterations to existing buildings are compatible with the best elements of the character elements of the area.
- LUT-46.2: ~~Ensure-Require~~ that proposed development plans and projects ~~developers~~ consider and minimize ~~address~~ project impacts upon surrounding neighborhoods, during the design and development process.
- LUT-46.3: ~~Ensure-Require~~ that the design of new residential, ~~or commercial or public~~ developments is sensitive to the character of existing neighborhoods through consideration of access, compatible building massing, and building height transitions, while maintaining the goals and values set forth in the General Plan.
- LUT-46.4: Discourage additional multi-family development in existing single-family designated neighborhoods.
- LUT-46.5: ~~Ensure-Require~~ that neighborhood retail centers and commercial service buildings are compatible with the surrounding neighborhoods through sensitive and attractive design and that all building facades are attractive.
- LUT-46.6: Establish design guidelines and development standards for commercial and mixed use development that respect and complement the character of surrounding neighborhoods and uses.
- LUT-46.7: Require that outdoor storage areas or salvage yards be screened from any public right-of-way.
- LUT-46.8: ~~Ensure~~ Require that any land use that handles, generates and/or transports hazardous substances, ~~as defined by state and federal regulations,~~ will not negatively impact existing or future sensitive receptors/land uses as defined by state and federal regulations.
- LUT-46.9: Coordinate with adjacent landowners, cities, and the County of San Diego in ~~developing~~ establishing compatible land uses for areas adjacent to the City's boundaries.

- LUT-46.10: Coordinate and work closely with the City of San Diego, [City of National City and County of San Diego](#) in the Otay Valley Regional Park and Sweetwater/Bonita areas to participate in the development review processes of projects proposed in these areas. Work to ensure that such development takes [applicable](#) City of Chula Vista standards into consideration, as appropriate.

Objective LUT 57

(Page LUT-79)

Appropriate transitions should be provided between land uses.

Policies

- LUT-57.1: Protect adjacent [stable](#) residential neighborhoods by establishing guidelines that [reduce the potential impacts](#) ~~scale down development at the edges~~ of higher intensity mixed use, commercial, and urban [residential](#) developments ~~areas~~ (i.e., transitional areas).
- LUT-57.2: Require new or expanded uses to provide mitigation or buffers between existing uses where significant adverse impacts could occur.
- LUT-57.3: Require that commercial and industrial development adjacent to residential or educational uses be adequately screened and buffered to minimize noise, light, glare and any other adverse impacts upon [these uses](#) ~~residential neighborhood or educational facility~~.
- LUT-57.4: Require landscape and/or open space buffers to maintain a natural [naturalized or softer](#) edge for proposed private development directly adjacent to natural and public open space areas.

7.56 Enhancing Community Image

(Page LUT-80)

Community image is the impression held in the minds of Chula Vista residents and visitors to the City. It is created by both natural and man-made features, such as views, open space, city entryways, primary or secondary gateways, streetscapes, buildings, parks, and plazas.

Preservation and enhancement of scenic resources, and the positive visual aspects of Chula Vista's urban, suburban, and rural character are important factors as the City continues to grow. Continued environmental protection of our open space network is important to City residents and will continue. Directing new and infill growth to areas along major arterial corridors and transit routes is beneficial to open space areas and will benefit our City as a whole.

Urban design refers to the various physical design elements that make up the city's built environment, including buildings, public spaces, gateways, streetscape, and landscaping. The quality, physical form, and arrangement of these elements contribute to the city's image, neighborhood identity, and overall livability.

Gateway areas into the city or its districts that are well-designed, attractive, and exhibit a special character help to enhance the city's image and instill community pride. Quality architecture and landscape design are also important elements of city building and place making. Preservation of important cultural buildings and landmarks contribute to the community's unique sense of place. Also, programs for public art, signs, and landscaping help to create an attractive and special environment for Chula Vista's residents and visitors.

Objective LUT 68

Strengthen and sustain Chula Vista's image as a unique place by maintaining, enhancing and creating physical features that distinguish Chula Vista's neighborhoods, communities, and public spaces, and enhance its image as a pedestrian-oriented and livable community.

Policies

- LUT 68.1: Develop a program to enhance the identity of special districts and neighborhoods to create variety and interest in the built environment, including such items as signage, monuments, landscaping and street improvements.
- LUT 68.2: Emphasize certain land uses and activities, such as cultural arts, entertainment, specialty retail, or commercial recreation, to enhance or create the identity of specialized districts or Focus Areas in the City.
- LUT 68.3: Ensure that buildings are appropriate to their context and designed to be compatible with surrounding uses and enhance the desired character of their district.
- LUT 68.4: Encourage and require, where feasible, the incorporation of publicly accessible urban open spaces, including parks, courtyards, water features, gardens, passageways, paseos, and plazas, into public improvements and private projects.
- LUT 68.5: Prepare urban design guidelines that help to create pedestrian-oriented development by providing:
- Pedestrian circulation among parcels, uses, transit stops, and public or publicly accessible spaces;
 - Human scale design elements;
 - Varied and articulated building facades;
 - Visual (first floor clear glass windows) and physical access for pedestrians;
 - Ground floor residential and commercial entries that face and engage the street; and
 - Pedestrian-oriented streetscape amenities.
- LUT 68.6: Develop a master plan for artwork in public places that would identify the types of art desired and establish appropriate settings for the display of art, including within public rights-of-way and landscape medians.
- LUT 68.7: Ensure that vacant parcels and parcels with unsightly storage uses, such as auto salvage yards, are appropriately screened from the street to reduce their negative visual effects.

LUT 68.8: Encourage the upgrading, beautification, and revitalization of existing strip commercial areas and shopping centers.
Gateways and Streetscapes

Objective LUT 79

(Page LUT-82)

Create enhanced gateway features for City entry points and other important areas, such as special districts.

Policies

LUT 79.1: Create consistent entry features for City entryways and gateways so people recognize that they are entering Chula Vista.

LUT 79.2: The City will prepare, or cause to have prepared, entryway/gateway master plans for each of the identified entryways/gateways within the City to appropriately guide development within these areas (see LUT section 3.2 and Figure 5-6). These master plans will ~~Prepare individual or city-wide entryway, gateway, and gateway street master plans that will~~ provide design guidelines and standards for public improvements, as well as for private or public development within these designated areas. Examples may include enhanced pavement and/or sidewalk standards, enhanced landscape standards, thematic sign standards, and special architectural standards for buildings or other structures.

The City will prepare a General Plan Implementation Program to assure establishment of these gateway master plans, which Program will also include interim provisions for the processing of any projects within these areas prior to completion and adoption of the according entryway/gateway master plan.

LUT 79.3: As part of the approval process for projects within designated city entryway/gateway areas, the City shall confirm that the design conforms to applicable entryway/gateway design guidelines and standards. ~~Develop a comprehensive gateway improvement program, consistent with individual or city-wide entryway, gateway, and gateway master plans, to select significant gateways along major arterials for improvements, which may include monument-type identification signs, special enhanced landscaping and paving, public art, and unique property development standards.~~

LUT 79.4: Cooperate with Caltrans to improve freeway landscaping, especially at on- and off-ramps and at freeway interchanges.

LUT 79.5: Establish a pedestrian paseo along F Street (F Street Promenade) that will link downtown with the Interstate 5 Corridor District and the Bayfront Planning Area.

Create attractive street environments that complement private and public properties, create attractive public rights-of-way, and provide visual interest for residents and visitors.

Policies

- LUT-~~810~~.1: ~~The City shall~~ ~~E~~create unique landscape designs and standards for medians for each major thoroughfare to distinguish each from the other and to provide a special identity for districts and neighborhoods.
- LUT-~~810~~.2: ~~These landscape designs and standards shall include~~ ~~Develop~~ a coordinated street furniture palette including waste containers and benches, to be implemented throughout the community at appropriate locations.
- LUT-~~810~~.3: Provide well-designed, comfortable bus stops throughout the City.
- LUT-~~810~~.4: ~~Prior to the approval of projects that include walls that back onto roadways, the City shall ensure require that the coordinated design of walls on residential lots that back onto roadways to achieves~~ a uniform appearance from the street. ~~The Walls shall~~ ~~should~~ be uniform in height, use of materials and color, but also incorporated elements that add visual interest, such as pilasters.

Objective LUT-~~911~~

Ensure that buildings and related site improvements for public and private development are well-designed and compatible with surrounding properties and districts.

Policies

- LUT-~~911~~.1: Promote development that creates and enhances positive spatial attributes of major public streets, open spaces, cityscape, mountain and bay sight lines, and important gateways into the City.
- LUT-~~911~~.2: Promote and place a high priority on quality architecture, landscape, and site design to enhance the image of Chula Vista, and create a vital and attractive environment for businesses, residents, and visitors.
- LUT-~~911~~.3: ~~The City shall, through the development of regulations and guidelines,~~ ~~E~~ensure that good project landscape and site design creates places that are well-~~organizedplanned,~~ attractive, efficient, safe and pedestrian friendly.
- LUT-~~911~~.4: Actively promote architectural and design excellence in buildings, open space, and urban design.
- LUT-~~911~~.5: ~~Continue to u~~~~Use the~~~~Require~~ a design review process for all public and private ~~developments discretionary projects~~ (which includes architectural, site plan, landscape and signage design) to review and evaluate projects prior to issuance of building permits to determine their compliance with the objectives and specific

requirements of the City's Design Manual, General Plan, and appropriate zone or Area Development Plans.

Objective LUT-4012 Protect Chula Vista's Important Historic Resources (Page LUT-85)

LUT ~~40.4:12.1~~ ~~Develop a preservation program that brings together the objectives outlined in "An Evaluation of Historic Preservation in Chula Vista" with the goals and objectives of the General Plan. Establish a formalized process for historic preservation by evaluating requirements for certified local government status as defined by the state historic preservation office.~~

LUT ~~40.2:12.2~~ Amend City zoning codes as necessary to implement the recommendations contained in "An Evaluation of Historic Preservation in Chula Vista", and any related subsequent evaluations and studies, ~~including the establishment of a historic preservation ordinance.~~

(new)LUT 12.3 Adopt an Historic Preservation ordinance that implements the goals established by the City Council in February, 2000; the City Council strategic themes of 2003; and the document "An Evaluation of Historic Preservation in Chula Vista."

LUT ~~40.3:12.4~~: Conduct an objective, comprehensive city-wide survey of Chula Vista's historical assets and establish and maintain an up-to-date inventory of historic properties for the purpose of establishing a list of buildings appropriate for formal historical designation.

LUT ~~40.4:12.5~~ Recognize the inherent public value of historic preservation in contributing to the beauty, character, and sense of place in Chula Vista. Continue and promote and facilitate participation in the Mills Act and other appropriate incentive programs to encourage the preservation of cultural resources.

LUT ~~40.5:12.6~~ Through the City's development regulations, acknowledge and recognize those areas of the City that are contain historic resources. Examine current and future zoning and development regulations and design guidelines to ensure they support preservation and restoration of designated historic resources, and as appropriate require new development or redevelopment to acknowledge these in context.

LUT ~~40.6:12.7~~ Continue to assess and mitigate the potential impacts of private development and public facilities and infrastructure to historic resources in accordance with the California Environmental Quality Act.

LUT-~~40.7:12.8~~ As practicable, the City will support and encourage the rehabilitation of sound historic buildings.

LUT-~~40.8:12.9~~ Encourage and promote the adaptive reuse of historic resources and buildings, and where appropriate, the non-historic buildings that embody Chula Vista's cultural or historic character.

(new)LUT-~~40.9:12.10~~ Promote the maintenance, repair, stabilization, rehabilitation, restoration, and preservation of historical resources in a manner consistent with federal and state standards.

~~LUT 40.10~~12.11 Prior to the approval of any projects that propose the demolition or significant alteration of a potentially significant historic resource as defined pursuant to applicable state and federal laws, require the completion of an historic survey report to and determine significance. If determined to be significant, require appropriate and feasible mitigation pursuant to CEQA Section 15064.5.

~~LUT 40.11~~12.12 Require the implementation of an appropriate conservation program in accordance with applicable state and federal laws, in instances where projects may adversely affect significant historic resources.

(new)LUT-12.13 Protect, preserve, and seek to restore publicly-owned historical resources (such as Rohr Manor House and the Chula Vista Women's Club).

Objective LUT ~~44~~13

(Page LUT-86)

Preserve scenic resources in Chula Vista, maintain the City's open space network, and promote beautification of the City.

Policies

LUT ~~44~~13.1: Identify and protect important public viewpoints and viewsheds throughout the Planning Area, including features within and outside the planning area, such as mountains, native habitat areas, San Diego Bay, and historic resources.

LUT ~~44~~13.2: Continue to implement the City's planned open space network.

LUT ~~44~~13.3: Screen unsightly industrial properties on the Bayfront, or convert such properties to uses that are consistent with the desired visual character of the Bayfront.

LUT ~~14~~13.4: Any discretionary projects ~~All developments~~ proposed adjacent to scenic routes, with the exception of individual single-family dwellings, should shall be subject to design review to ensure that the design of the development proposal will enhance the scenic quality of the route. Review should include site design, architectural design, height, landscaping, signage, and utilities. Development adjacent to designated scenic routes should be designed to:

- Create substantial open areas adjacent to scenic routes through clustering development;
- Create a pleasing streetscape through landscaping and varied building setbacks, ~~and~~
- Coordinate signage, graphics and /or signage requirements, and standards.
- ~~Linking Chula Vista Internally~~

7.76 Linking Chula Vista Internally and to the Region

(Page LUT-88)

Chula Vista is an integral part of the larger San Diego region and is emerging as the dynamic hub of the south San Diego County area. To maintain and continue to develop in this role, it is crucial that Chula Vista's transportation system is well connected to the region's overall transportation network. It is equally important that Chula Vista's internal connections function efficiently and

provide convenient access between the City's various activity centers, and from residential areas to activity centers.

The Circulation Plan (Figure 5-13) reserves the option for future extension of La Media Road and a bridge that would cross the Otay River to the south, if subsequent analysis demonstrates its need. This General Plan anticipates full funding and completion of State Route 125, including the Otay River crossing, essential interchanges in Chula Vista, and accommodation of regional transit service as central to supporting the development concepts of the General Plan.

Objective LUT ~~42~~14

Coordinate with appropriate regional and local agencies to create an effective regional transportation network that links Chula Vista to the surrounding region and Mexico.

LUT ~~124~~.7: Coordinate with regional agencies to ensure adequate transportation links with regional population, employment and activity centers.

LUT ~~42.14~~.8: ~~The ultimate need to construct the future La Media Road crossing will be subject to analysis conducted through pending updates of plans within the surrounding area, such as the City of San Diego Otay Mesa Community Plan Update.~~ Analyze the need for, timing and ultimate construction of the future La Media Road crossing of the Otay Valley as part of the pending updates of plans within the surrounding area, such as the City of San Diego's Otay Mesa Community Plan Update. Factors to be considered in the analysis include: existing and forecast traffic volumes and LOS on the circulation system and Johnson Canyon Open Space Preserve.

LUT ~~4214~~.9 ~~Achieve full funding and completion of State Route 125, including its crossing of the Otay River, essential interchanges in Chula Vista, and accommodation of regional transit service, prior to pursuing any future La Media Road crossing of the Otay River.~~ In order to provide direct access to the University, RTP, Village Nine Town Center, and to provide regional transit service across the Otay Valley, support the construction of the Rock Mountain Road and Otay Valley Road interchanges with SR-125 as warranted in accordance with the City of Chula Vista Toll Road Agreement with San Diego Expressway Limited Partnership and Agreement Affecting Real Property, as amended.

Objective LUT ~~43~~15

Improve transportation connections within Chula Vista and between eastern and western Chula Vista, particularly transit connections between major activity centers.

Policies

LUT ~~43~~15.1: Study and consider physical and operational improvements to increase street and intersection capacity, provided they are compatible with other City goals.

LUT ~~43~~15.2: Optimize and maintain the performance of the traffic signal system and the street system, to facilitate traffic flow and to minimize vehicular pollutant emission levels.

LUT ~~43~~15.3: Support the implementation of enhanced transit service concepts (such as Transit First!) on H Street and other major east/west arterials. Enhance east/west accessibility with use of Bus Rapid Transit (BRT).

LUT ~~43~~15.4: Develop an overall transportation system plan and standards, including an evaluation of service levels, to address mobility, accessibility, and linkage between eastern and western Chula Vista.

LUT ~~43~~15.5: Develop a convenient destination-oriented shuttle system within the City that links activity centers, recreation opportunities, and other appropriate important destinations. Ensure that such a system is environmentally-friendly, affordable, and accessible, and connects Downtown Third Avenue, the Civic Center, H Street, and the Bayfront.

7.78 Land Use and Transportation Integration

(Page LUT-90)

Transportation and travel are important quality of life components for Chula Vista residents – how easy it is to get back and forth to work and school, the amount of time spent commuting, and the number and degree of choices available for getting around. Land use type, function, and location all have a major effect on transportation use, and decisions about transportation influence what is built and where. Planning for land use and transportation facilities must be considered together to achieve the best solutions. For example, higher density housing always reduces land consumption, but it only has transportation benefits when paired with a land use mix that provides destinations within a convenient walking distance, in areas that have access to transit and transportation corridors, and in areas that have street patterns that are interconnected and developed with sidewalks.

Objective LUT ~~44~~16

Integrate land use and transportation planning and related facilities.

Policies

LUT ~~44~~16.1: Promote the development of well-planned communities that will tend to be self-supportive and thus reduce the length of vehicular trips, reduce dependency on the automobile, and encourage the use of other modes of travel.

LUT ~~44~~16.2: Ensure that new development and community activity centers have adequate transportation and pedestrian facilities.

LUT ~~44~~16.3: Provide direct and convenient access to public transit stops within residential, commercial, and industrial areas.

LUT ~~44~~16.4: Develop plans, policies and standards for enhancing interchanges and bridge crossings along (or over/under) the Interstate 5, [Interstate 805](#), [State Route 54](#), and [State Route 125](#) corridors to support transit, vehicular, [non-motorized](#) and pedestrian connections.

Objective LUT ~~45~~17

Plan and coordinate development to be compatible and supportive of planned transit.

Policies

- LUT 4517.1: Designate sufficient land at appropriate densities to support planned transit and require that development be transit-oriented, as appropriate to its proximity to transit facilities.
- LUT 4517.2: Direct higher intensity and mixed use developments to areas within walking distance of transit, including San Diego Trolley stations along E, H, and Palomar Streets, and new stations along future transit lines, including Bus Rapid Transit (BRT).
- LUT 4517.3: Establish new Town Centers in the East Planning Area to be transit-oriented and include a transit station.
- LUT 4517.4: Require developers to consult and coordinate with SANDAG and the City to ensure that development is compatible with and supports the planned implementation of public transit.

7.89 Improving Vehicular and Transit Mobility

(Page LUT-92)

The City of Chula Vista will continue its efforts to develop and maintain a safe and efficient transportation system with adequate roadway capacity; however, the City's ability to widen roads to accommodate increased demand from automobile traffic is limited. Additionally, road widening in some areas is not consistent with goals to create streets that are pedestrian-friendly and safe. Therefore, the City must seek alternative ways to increase the capacity to move both people and cars. This includes more efficient use of roadways, traffic demand reduction, and increased use of transit, bicycles, and walking.

Objective LUT 4618

Reduce traffic demand through Transportation Demand Management (TDM) strategies, increased use of transit, bicycles, walking, and other trip reduction measures.

Policies

- LUT 4618.1: Support and encourage the use of public transit.
- LUT 4618.2: Provide an efficient and effective paratransit service for elderly and handicapped persons unable to use conventional transit service.
- LUT 4618.3: Provide and enhance all feasible alternatives to the automobile, such as bicycling and walking, and encourage public transit ridership on existing and future transit routes.
- LUT 4618.4: Use master planning techniques in new development and redevelopment projects to enable effective use of public transit.
- LUT 4618.5: Implement TDM strategies, such as carpooling, vanpooling, and flexible work hours that encourage alternatives to driving alone during peak periods.
- LUT 4618.6: Encourage employer-based TDM strategies, such as employee transportation allowances, preferential parking for rideshare vehicles, workplace-based carpool programs, and shuttle services.
- LUT 4618.7: Support the location of private "telework" centers.

- LUT ~~46~~18.8 Encourage establishment of park-and-ride facilities near or at transit stations, as appropriate to the area's character and surrounding land uses.

Objective LUT ~~47~~19

(Page LUT-93)

Coordinate with the regional ~~transit~~ transportation planning agency, SANDAG, and transit service providers such as the Metropolitan Transit System (MTS), to develop a state-of-the-art transit system that provides excellent service to residents, workers, students and the disabled, both within the City, and with inter-regional destinations.

Policies

- LUT ~~47~~19.1: Designate transportation corridors as potential express transit facilities, such as Bus Rapid Transit (BRT).
- LUT ~~47~~19.2: Actively support and contribute to local and regional planning efforts for the design and implementation of regional transit facilities.
- LUT ~~47~~19.3: Support the implementation of Transit First! concepts and other innovative technologies to raise the standard of transit service.
- LUT ~~47~~19.4: Provide incentives to promote transit in higher density areas.
- LUT ~~47~~19.5: Plan for and promote improved access between the Palomar Street, E Street and H Street light rail stations and land uses east of those stations and to the Bayfront. This may involve the construction of separate bridges or ramps connecting Chula Vista streets to transit facilities and/or a deck over Interstate 5 to the Bayfront.

Objective LUT ~~48~~20

(Page LUT-94)

Make transit-friendly roads a top consideration in land use and development design.

Policies

- LUT ~~48~~20.1: Incorporate transit-friendly and pedestrian-friendly elements into roadway design standards, such as signal priority for transit and adequate sidewalk widths for pedestrians.
- LUT ~~48~~20.2: Protect rights-of-way where possible to facilitate future transit service and support the development of secure park-and-ride lots within walking distance of transit stations.

Objective LUT ~~49~~21

(Page LUT-95)

Continue efforts to develop and maintain a safe and efficient transportation system with adequate roadway capacity to serve future residents, while preserving the unique character and integrity of recognized communities within the City.

Policies

- LUT ~~4921~~.1: Provide alternatives and mitigation strategies, as reflected in SANDAG's Regional Comprehensive Plan, so that the area's transportation system is able to move people effectively through a combination of modes.
- LUT ~~4921~~.2: Conduct periodic analysis of the existing circulation system to verify that acceptable levels of service are provided on circulation corridors, as well as individual signalized intersections, as part of a comprehensive growth management program.
- LUT ~~4921~~.3: Minimize adverse impacts of the transportation system on adjacent land uses.
- LUT ~~4921~~.4: Maintain and improve existing infrastructure for the movement of people, goods, and vehicles within and through the city.
- LUT ~~4921~~.5: Consider public and personal safety and comfort factors in the design of major transit centers and their connections to the surrounding area, including consideration of crime prevention through environmental design (CPTED) principles and minimizing potential vehicle-pedestrian conflicts.

Section LUT 7.9 renumbered to section LUT 7.10

(Page LUT-96)

Objective LUT 20 and related policies renumbered to LUT 22

(Page LUT 96- 98)

Section LUT 7.10 renumbered to section LUT 7.11

(Page LUT 98)

Objective LUT 21 and related policies renumbered to LUT 23

(Page LUT-97,98)

LUT 2423.10: Promote the system of trails envisioned within the Chula Vista Greenbelt.

LUT 2423.11: ~~Adopt and implement recommendations of the City's Bikeway Master Plan and Greenbelt Master Plan, such as battery-operated three- and four-wheeled vehicles.~~

Section LUT 7.11 renumbered to LUT 7.12

Objective LUT 2224

(Page LUT- 99,100)

Work cooperatively with other agencies and jurisdictions to address regional issues that affect the quality of life for Chula Vista's residents, such as land use, jobs/housing balance, transportation, mobility, and economic prosperity, and advocate proactively with appropriate agencies regarding key issues.

Policies

LUT 2224.1: Continue to coordinate with regional planning agencies to address regional issues integral to Chula Vista residents' quality of life, and advocate proactively with appropriate bodies regarding key issues.

LUT ~~2224~~.2: Coordinate City strategies with SANDAG, member jurisdictions and other appropriate agencies and/or organizations to meet housing and employment needs.

LUT ~~2224~~.3 Coordinate and cooperate with, and advocate the City's position and strategies on key issues with, appropriate State-wide agencies and organizations, including but not limited to Caltrans and the League of Cities.

(new)LUT ~~2224~~.4 Coordinate airport land use compatibility planning with the San Diego County Regional Airport Authority, in its role as the San Diego County Airport Land Use Commission.

Objective LUT 23 and related policies renumbered to LUT ~~25~~ (Page LUT-100)

Objective LUT 24 and related policies renumbered to LUT ~~26~~ (Page LUT-102)

Objective LUT ~~25~~27 (Page LUT-103)

Establish a program for development to provide ~~affordable housing~~, public amenities, and/or community services necessary to support urban development and implement the following policies.

Policies

LUT ~~25~~27.1: Establish a program that relates the allowable floor area ratios (FARs) and residential densities of projects to the provision of the following potential public benefits or amenities and community services ~~and/or affordable housing, as well as others not listed: to improve the quality of life for Chula Vista's residents, employers and visitors.~~

- Public plazas and pocket parks
- Water features in public open spaces
- Public art
- Streetscape improvements
- Pedestrian path improvements
- Enhanced pedestrian connections between parks, public spaces and neighborhoods by means of paths and open space areas
- Jogging, walking and fitness trails
- Outdoor through-block connections
- Sidewalk widening
- Arcades
- Upper-level setbacks for buildings more than 30 feet above grade
- Lower-level planting terraces or landscaping
- Underground parking and loading
- Parking concealed by occupiable space
- Additional on-site structured parking for adjacent commercial or residential uses
- Off-site park and open space contributions
- Transit station access and improvements
- Bike lockers
- Locate secure bicycle parking facilities near transit centers and major public and private buildings
- Human services programs, such as child day care or senior day care
- School or educational amenities
- Acquisition and maintenance of significant architecture or historical buildings or features

- [Larger lot sizes created through lot consolidations](#)
- [Streetfront facades/windows](#)
- [Affordable housing](#)

LUT [2527.2](#): Require that all uses and buildings enhance pedestrian activity in accordance with the land use and community image policies in Section 7.6 of this Element, and the policies, guidelines, and standards created by existing and future Specific Plans or other master plan documents.

LUT [2527.3](#): ~~Prepare studies and document to address the needed~~ [In accordance with the Otay Ranch GDP and any SPA Plan, Prior to, or concurrent with, approval of the first discretionary project in](#) for the Eastern Urban Center, complete necessary studies to identify appropriate urban facility and service standards, and amenities, and adopt programs to identify ensure provision of those facilities, services and amenities consistent with identified standards, their location, and dimensions, and site and ~~adopt any applicable site and design guidelines for~~ General Plan Planning Areas.

LUT [2527.4](#): In the Northwest Planning Area ~~address needed amenities, their location, dimensions, and site and design guidelines through use~~ the Urban Core Specific Plan [to create a program in compliance with LUT 27.1.](#)

~~LUT 25.5: The City should evaluate the following public benefits or amenities as potential items to be considered in an incentives program, as well as others not listed:~~

- ~~Public plazas and pocket parks~~
- ~~Water features in public open spaces~~
- ~~Public art~~
- ~~Streetscape improvements~~
- ~~Pedestrian path improvements~~
- ~~Enhanced pedestrian connections between parks, public spaces and neighborhoods by means of paths and open space areas~~
- ~~Jogging, walking and fitness trails~~
- ~~Outdoor through-block connections~~
- ~~Sidewalk widening~~
- ~~Arcades~~
- ~~Upper-level setbacks for buildings more than 30 feet above grade~~
- ~~Lower-level planting terraces or landscaping~~
- ~~Underground parking and loading~~
- ~~Parking concealed by occupiable space~~
- ~~Additional on-site structured parking for adjacent commercial or residential uses~~
- ~~Off-site park and open space contributions~~
- ~~Transit station access and improvements~~
- ~~Bike lockers~~
- ~~Locate secure bicycle parking facilities near transit centers and major public and private buildings~~
- ~~Human services programs, such as child day care or senior day care~~
- ~~School or educational amenities~~
- ~~Acquisition and maintenance of significant architecture or historical buildings~~
- ~~Larger lot sizes created through lot consolidations~~
- ~~Streetfront facades/windows~~

Objective LUT 26 through Objective LUT 31 and accompanying policies renumbered to LUT [28](#) and LUT [33](#).

(New) LUT 7.16 Planning for Healthy Communities

(Page LUT-111)

Land use and transportation have a strong influence on people's lifestyles and in promoting healthy communities. Land use arrangements and mixes that provide access to daily needs, conveniences and employment in a safe, inviting and walkable environment create the underpinnings for increased physical activity. Easy and convenient access to transit and other non-auto modes of travel, especially between residential and employment centers, reduces auto usage, congestion and the attendant impacts to air quality. Auto emissions are the single largest source of air pollution, and air quality is a major environmental health factor. In addition, the availability of safe, convenient and connected walking paths, trails and bikeways, and neighborhood-based park and recreational options, also promote physical activity and exercise.

Other parts of the General Plan also relate to the notion of healthy and safe communities, and address topics such as police, fire and emergency medical facilities and services, park and recreation facilities and services, sustainable development, protection of the environment and people from air and water pollution and hazardous materials, and the close relationship between land use and transportation. For instance, Section 3.2 of the Public Facilities and Services Element (Chapter 8) addresses Police, Fire Protection and Emergency Services; Section 3.5 of the Public Facilities and Services Element deals with Parks and Recreation, and includes an objective and policies on Joint Use of Park and School Facilities; the Environmental Element (Chapter 9) contains sections on Sustainable Development, Promoting Clean Air, Protecting Water Quality, and Hazardous Materials and Waste; and other sections of this Land Use and Transportation Element address Land Use and Transportation Integration, Improving Vehicular and Transit Mobility and Increasing Mobility Through Use of Bicycles and Walking.

Rather than repeat all relevant discussions and policies here, this section augments and supports these related topics in order to emphasize the growing importance of promoting healthy lifestyles in a coordinated and integrated manner. It also helps respond to regional, state and federal initiatives on this topic.

(New) OBJECTIVE - LUT 34:

Support healthy lifestyles among residents through increasing opportunities for regular physical activity.

(New) Policy LUT 3334.1:

Encourage the development of parks and open space, as well as a network of pedestrian walkways for physical activity in all neighborhoods.

(New) Policy LUT 3334.2:

Provide adequate lighting for streets, parks, recreation facilities, sidewalks and bike paths to promote their use.

(New) Policy LUT 3334.3:

Promote access to healthy foods through opportunities such as farmers' markets.

Objectives LUT 32 thru 37 and associated policies renumbered, now LUT 35 thru 40)

LUT Section 8.0 – Southwest Area Plan

8.4.1 South Third Avenue District

(Page LUT-123)

Vision for District

The South Third Avenue District is an area with neighborhood-serving commercial uses and good transit service for residents of the single-family and multi-family homes. It is an attractive area, with recent streetscape improvements and renovated building façades, where residents enjoy

walking to do their daily shopping needs or dine in a restaurant. Some redevelopment along Third Avenue has introduced additional residential units above retail shops and professional offices. These physical improvements, plus the addition of more local-serving shops and a community center have helped to create a vibrant mixed use core in the Oxford Town [Focus Area](#) that has become a community focal point in the Southwest Planning Area.

A transit station near the intersection of Third Avenue and Palomar Street, and a Bus Rapid Transit (BRT) route connect the Palomar Street Trolley Station with the eastern master planned communities and regional commercial centers. The transit station is within ¼-mile of the Oxford Street/Third Avenue intersection, which has enabled the Oxford Town [Focus Area](#) to extend and redevelop south on Third Avenue to the intersection of Palomar Street and Third Avenue. Due to proximity to transit, residential densities is higher south of Oxford Street than north of Oxford Street.

Objective LUT [3841](#)

Policies

(Page LUT-128)

Design

- LUT [3841](#).13: [Prior to or concurrent with the approval of the first specific plan or other zoning regulations in the South Third Avenue District, Eestablish a design code that reinforces the safety and serenity of the area, and which establishes a coherent, aesthetic, international character to the Southwest Planning Area.](#)
- LUT [3841](#).14: The specific plan or other regulations ~~appropriate document~~ prepared to guide development in this area ~~should~~ shall address design issues ~~to~~ that create a sense of place, a pedestrian-friendly environment, enhanced pedestrian linkages, and compatibility with the scale and feel of a cohesive neighborhood community.
- LUT [3841](#).15 ~~The A~~ [A specific plan or other regulations in the South Third Avenue District -shall require the Uuse of wide sidewalks, through block paseos, and other appropriate design features that enhance the pedestrian environment to link high use areas, such as the post office, library, park, or a concentration of shops, with transit stations or transit stops.](#)

Amenities

- LUT [3841](#).16: Community amenities to be considered for the South Third Avenue District as part of any incentives program should include, but not be limited to, those listed in Policy LUT [2527](#).1.

Objective LUT [3942](#)

(Page LUT-132)

Policies

Design

- LUT [3942](#).13: Encourage the upgrading of older and/or marginal retail uses along the South Broadway District.
- LUT [3942](#).14: [Prior to or concurrent with the approval of the first specific plan or other zoning regulations for the South, Broadway District between L Street and Naples Street, Pprepare specific guidelines for the development of mixed use projects on South Broadway, between L Street and Naples Street.](#)

LUT ~~3942~~.15: Concurrent with the approval of zoning for industrial uses at the northwest corner of Industrial Blvd. and Naples Street in the South Broadway District. Ensure that light industrial uses on Colorado Street are designed and constructed to front on Colorado Street, provide parking and entry door access on the west side of buildings, and are appropriately buffered from residential uses.

LUT ~~3942~~.16: Prior to, or concurrent with the approval of the first specific plan or other zoning regulations in the South Broadway District, Develop appropriate siting guidelines and criteria for locating automobile-related service/repair shops in areas that adjoin residential neighborhoods.

Objective LUT ~~4340~~

Establish a Mixed Use Transit Focus Area surrounding the Palomar Trolley Station.

Policies

(Page LUT-136)

LUT-~~4043~~.1: The City shall Prepare, or cause to have prepared, a specific plan, master plan, or other regulatory document for to guide the coordinated establishment of a Mixed Use Transit Focus Area within the Palomar Gateway District on properties north and south of Palomar Street within walkable distance of the Palomar Trolley Station. The specific plan or other regulatory document shall include guidelines and zoning-level standards for the arrangement of land uses that include plans for appropriate-adequate pedestrian connections and support services for residents as well as those using the transit station.

The City will prepare an Implementation Program to assure establishment of the above plan/regulations, which Program will also include interim provisions for the consideration of any projects within this areas prior to completion and adoption of the according plan/regulations.

Intensity/Height

(Page LUT-137, 138)

LUT ~~4043~~.6: In the Palomar Gateway District, residential densities within the Mixed Use Transit Focus Area designation are intended to have a district-wide gross density of 40 dwelling units per acre.

LUT ~~4043~~.7: In the Palomar Gateway District, the commercial (retail and office) portion of the Mixed Use Transit Focus Area designation between L Street and Naples Street is intended to have a focus area-wide aggregate FAR of 1.0. Subsequent specific plans or zoning ordinance regulations will establish parcel-specific FARs that may vary from the district-wide aggregate (refer to Section 4.8.1 Interpreting the Land Use Diagram for a discussion of district-wide versus parcel-specific FAR).

(new)LUT ~~4043~~.7A: Building heights in the Palomar Gateway District Mixed Use Transit Focus Area shall be low-rise with some mid-rise buildings.

LUT ~~4043~~.8 Building heights in the Residential High designated area shall be low-rise buildings.

LUT ~~4043~~.9 In the Palomar Gateway District, permit a maximum floor area ratio of 0.5 and low-rise buildings in the Retail Commercial designated area on the Industrial Boulevard adjacent to the area designated as Residential High.

Design

- LUT ~~4043~~.10: ~~The specific plan or other regulatory document for the Palomar Gateway District shall establish design and landscape guidelines for the improvement of Palomar Street as a gateway to the City. These guidelines shall be coordinated with the specific plan for the Mixed Use Transit Focus Area.~~
- LUT ~~4043~~.11: ~~Explore improvements to Palomar Street and Industrial Boulevard that will provide for desirable and attractive safe, effective and aesthetic pedestrian crossings and improvements to Palomar Street and Industrial Blvd.~~

Remaining policies 40.12 thru 40.14 renumbered 43.12 thru 43.14

Objective LUT ~~4144~~

(Page LUT-140)

Redevelop the West Fairfield District to become an employment center.

Policies

- LUT ~~4144~~.1: ~~The City shall prepare, or cause to have prepared, a specific plan, or master plan or other regulatory document to coordinate and guide the comprehensive redevelopment of the West Fairfield District.~~

~~The City will prepare an Implementation Program to assure establishment of the above plan/regulations, which Program will also include interim provisions for the consideration of any projects within the West Fairfield District area prior to completion and adoption of the applicable plan/regulations.~~

Intensity/Height

(Page LUT-141)

- LUT ~~4144~~.8: In the West Fairfield District, development within the Mixed Use Commercial designation is intended to have a district-wide aggregate FAR of 0.5. Subsequent specific plans or zoning ordinance regulations will establish parcel-specific FARs that may vary from the district-wide aggregate (refer to Section 4.8.1 Interpreting the Land Use Diagram for a discussion of district-wide versus parcel-specific FAR).

~~(new)LUT 4144.8A: Building heights shall be low-rise in the Mixed Use Commercial designated area.~~

Remaining policies 41.9 thru 41.12 renumbered to 44.9 thru 44.12

Objective LUT ~~4245~~

(Page LUT-143)

Policies

- LUT ~~4245~~.1: Coordinate implementation of mining reclamation plans with the need to program land for job-creating and recreation uses along the Otay River Valley.
- LUT ~~4245~~.2: Explore opportunities to restore sensitive habitat areas between Broadway and Beyer Way where mining activities currently exist, through state mandated mining reclamation plans.

LUT 4245.3: Explore opportunities to provide sensitively designed active recreation parks adjacent to the Otay River Valley to meet local as well as regional park needs.

LUT 4245.4: Continue ongoing code enforcement efforts to ensure acceptable property maintenance standards.

LUT 4245.5: The City shall prepare, or cause to have prepared, a specific plan or plans, for the Main Street District corridor that addresses an increase in depth of Limited Industrial designated land use on the north side of Main Street back to Zenity Street; establishes design and landscape guidelines and zoning-level standards; and addresses the interface of the Otay Valley Regional Park with land uses on or near Main Street.

The City will prepare an Implementation Program to define logical planning units within the overall Main Street District, and to assure establishment of the above plans/regulations for the overall District and the identified planning units. The Implementation Program will also include interim provisions for the consideration of any projects within this area prior to completion and adoption of the applicable plan/regulations.

Policies 42.6 thru 42.10 renumbered to 45.6 thru 45.10

Intensity/Height

(Page LUT-145)

LUT 4245.11: Allow a maximum floor area ratio of 0.5 and low-rise buildings in Limited Industrial designated areas in the Main Street Corridor.

LUT 4245.12: Allow low-rise buildings in Residential Medium, ~~and~~ Residential High, Limited Industrial, and Retail Commercial designated areas.

Design

LUT 4245.13: The appropriate Specific Plans for the Main Street Corridor shall include ~~Prepare~~ design guidelines and standards that address urban development adjacent to the Otay Valley Regional Park.

LUT 4245.14: Require development adjacent to the Otay Valley Regional Park to orient buildings for maximum public access to open space and to provide compatible landscaping along the Park's edge.

LUT Section 9.0 – Northwest Area Plan

9.2 Subareas and Districts

(Page LUT-146,147)

The Northwest Planning Area has three planning Subareas – ~~the Urban Core~~ Lower Sweetwater, Hilltop, and the Urban Core (Figure 5-24). The Subareas have ~~stable~~ established residential neighborhoods; however, there are also Planning Districts with Focus Areas that are expected to evolve over time as the City continues to mature, and that offer opportunities for infill development,

redevelopment, and new projects. It is these Planning Districts that are the focus of primarily addressed by specific objectives and policies in the Northwest Area Plan discussion.

The Lower Sweetwater Subarea – is generally bounded by Interstate 805 to the east, Interstate 5 to the west, State Route (SR) 54 to the north, and C and E Streets to the south. This subarea consists of commercial and industrial uses adjacent to SR 54, west of Second Avenue, and open space east of Second Avenue. Predeominantly stable single family residential characterizes the remaining areas within the Rosebank neighborhood, with some higher density residential west of I-805, near E Street. While properties near SR 54 may redevelop over time, residential areas are not anticipated to change.

The Hilltop Subarea – is generally bounded by Interstate 805 to the east, Second Avenue to the west, E Street to the north, and L Street to the south. This subarea consists predominantly of stable single family residential neighborhoods that are not anticipated to change in the timeframe of this General Plan.

The Urban Core Subarea is envisioned for the most change over the 25-year planning horizon of the General Plan. It is important to note that given the current developed condition of the Urban Core, and the unique nature of urban revitalization, the exact extent, timing and sequence of infill development and redevelopment depends on a variety of factors. These include but are not limited to, long-term viability associated with recent development, longevity of other existing residential and commercial uses that may not redevelop over the planning horizon, preservation of significant historic structures, and development costs associated with the acquisition, demolition and cleanup of urbanized land.

The Subarea is divided into ~~contains~~ five Planning Districts (Figure 5-25) in order to address particular area changes. Those districts ~~which~~ are listed below, along with ~~the~~ subsequent sections addressing detailed policies for ~~each the~~ District.

- Downtown Third Avenue – Section 9.5.1
- H Street Corridor – Section 9.5.2
- Interstate 5 Corridor – Section 9.5.3
- Mid-Broadway – Section 9.5.4
- Mid-Third Avenue – Section 9.5.5

This Northwest Area Plan first addresses issues and presents policies that are important to the entire Northwest Planning Area (refer to Section 9.3, Area-Wide Planning Factors, Objectives, and Policies), followed by issues and policies for the Urban Core Subarea (Section 9.4), its five Planning Districts, and their Focus Areas (refer to Section 9.5 Planning District and Focus Area Planning Factors, Objectives, and Policies).

9.3 Area-Wide Planning Factors, Objectives and Policies

(Page LUT-147)

There are several topics or issues with respect to the Northwest Planning Area that require a more focused discussion:

- Historic Preservation
- Bayfront Linkages
- Residential Neighborhoods
- Housing
- Urban Core Subarea Street Network
- Mobility

- Parks and Recreation
- Urban Design ~~and~~ and Form

9.3.1 Historic Preservation

The Northwest Planning Area contains historic resources, architectural features, and Focus Areas that need special recognition and preservation efforts. The City's historical and cultural heritage is important to preserve, as it memorializes Chula Vista's evolution and contributes to the City's image and identity. See Section 7.5 Enhancing Community Image, Historic Resources, for applicable objectives and policies, as well as Environmental Element Section 3.1.9

9.3.2 Bayfront Linkages

(Page LUT-150)

The Northwest Planning Area is positioned between the largely underdeveloped Bayfront Planning Area, ~~just west of the Urban Core Subarea~~, and the newer communities in eastern Chula Vista. The Bayfront Planning Area and the Northwest Planning Area's Urban Core Subarea will provide different but complementary uses and will provide residents with entertainment, recreational activities, lodging, and other services within a compact area; therefore, the full range of access linkages, by car, transit, bicycle or on foot, should be planned and implemented through development of the Bayfront Planning Area and redevelopment of the Urban Core Subarea. A paseo along the Bayfront should serve as the spine that attaches to key linkages, such as F Street. Convenient access to the Bayfront Planning Area from the Urban Core Subarea will allow successful development and appreciation of both the Bayfront Planning Area and the Urban Core Subarea. The ~~juxtaposition relationship~~ of the Bayfront Planning Area and the Urban Core Subarea provide an opportunity to create synergy to connected but distinct areas of the City.

9.3.8 Urban Design ~~and~~ and Form

(Page LUT-158)

As the City continues to mature, there will be more infill development and redevelopment of existing properties within the Urban Core Subarea. Urban design considerations, such as building heights and massing, architectural style, public view corridors, circulation linkages, and the appearance of important gateways need to be addressed, in order to balance needed urban-type revitalization and redevelopment in the area, while acknowledging and protecting stable neighborhood areas, and maintaining the overall sense of place that the community identifies with.

As the City and the community, through this General Plan and other efforts, focus their attention on the revitalization and redevelopment of the Urban Core, the issue of urban form and attendant community character will be of key importance in striking an acceptable balance between the new projects and activities that will shepherd in the needed and desired changes, and the shaping of those in manner that retains important, key character elements. —Guiding policies on urban design and form will help to implement the General Plan's City's vision of how ~~it the City~~ should grow, what visitors' first impressions of the City should be, and how to improve further define the overall image and amenities in western Chula Vista. ~~the City wants to promote.~~

Policies addressing these design considerations are found in ~~this~~ Section 9.4 Urban Core Subarea, and Section 9.5 District and Focus Areas, of this Element. Also refer to Sections 7.2

Urban Design and Form and 7.6 Enhancing Community Image, of this element for city-wide objectives and policies addressing urban design and form, community image and identity, gateways and streetscapes, and quality design. Background discussions on Community Image and Character, and Urban Design and Form can be found in Sections 3.0 and 7.2 of this LUT Element accordingly.

Vision for the Subarea

(Page LUT-159,160)

The Urban Core Subarea has developed into a vibrant area, with housing, shops, restaurants, entertainment, and activities that attract from eastern Chula Vista and city-wide. Higher density housing, shopping, and job centers located near ~~existing and planned the three major~~ transit stations at E Street and Interstate I-5, H Street and Interstate I-5, and near Third Avenue and H Street. These key activity nodes are, accentuated by landmark building design and strategic use of some in taller ("high-rise") structures that draw attention, and provide unique identities for these important gateway entrances to the urban core, the and bayfront, and as well as to the historic downtown Third Avenue, give people transportation choices, encourage the use of mass transit, and help to reduce vehicular traffic. A network of linked urban parks and plazas creates pleasant pedestrian routes and provides areas for community activities. Increased population (residents and workers) in the Urban Core Subarea has created opportunities for more shops and a variety of restaurants. Entertainment and cultural arts are housed in new and renovated buildings, offering both day and evening activities. The streets are bustling with shoppers and people enjoying outdoor dining or heading to entertainment venues.

A grade-separated trolley line at E and H Streets has improved the flow of east-west traffic, while a local shuttle provides frequent service between Urban Core Subarea activity centers. The Bus Rapid Transit (BRT) line allows residents in the East Planning Area convenient access to the Urban Core Subarea.

F Street is a pedestrian-oriented promenade that links Third Avenue, the Civic Center, Broadway, the E Street transit center, and the Bayfront Planning Area with themed landscaping and public art. The freeway crossings of Interstate 5 have been widened to accommodate additional pedestrian use, and entryways into the Urban Core Subarea are enhanced and inviting. Chula Vista's Urban Core Subarea has matured into an urban, pedestrian-oriented, active area that continues to be the primary economic, governmental, and social focal point of the south San Diego County region.

Policies

(Page LUT161-164)

Uses

- LUT ~~4649~~.6: Discourage unwarranted intrusion of uses that weaken the attractiveness of continuous retail frontage in pedestrian shopping areas.
- LUT ~~4649~~.7: Ensure that all residential development provides sufficient adequate on-site parking particularly in high-density residential projects, either on-site and/or through creative solutions such as shared parking.
- LUT ~~4649~~.8: Encourage parking strategies noted in Section 7.1~~54~~ of this element.
- LUT ~~4649~~.9: Determine the appropriateness of centralized and shared parking structures, and where suitable, encourage their development.

LUT ~~4649~~.10: Support the development of public and private recreation and urban parks that include pedestrian-oriented plazas, benches, other streetscape amenities and, where appropriate, landscaped play areas.

Intensity/Height

LUT ~~4649~~.11: Establish locations within Focus Areas where the permitted heights and densities are greater than in locations adjacent to single-family areas.

LUT ~~4649~~.12: Establish standards for transitions in building height that respond to public view corridors and proximity to single-family areas.

LUT ~~4649~~.13: ~~Concentrate-Limit~~ high-rise development ~~within to the three~~ transit-oriented mixed use areas near the E Street, H Street and Third Avenue/H Street transit stations-, subject to the provisions of LUT Section 7.2.

(new)LUT 49.14:Conduct a special study to examine the potential for higher land use intensities and taller buildings along the H Street Transit Focus Corridor between Interstate 5 and Third Avenue, and which will also address compatibility issues with adjacent stable neighborhoods. The precise boundaries will be established at the time of the study, and all land use policies contained in this General Plan shall apply until modified as a result of study findings and appropriate amendments to this Plan. (see also LUT 2.6).

Design

LUT ~~4649.4415~~:Recognize that different portions of the Urban Core Subarea have a desirable character, and develop specific plans and programs to strengthen and reinforce their uniqueness. Develop land use, density, special design features, and building guidelines for appropriate Focus Areas.

LUT ~~4649.4616~~:Prepare urban form guidelines and standards for development as part of the Urban Core Specific Plan.

LUT ~~4649.4617~~:Establish policies, development standards and/or design guidelines in the Urban Core Specific Plan to address where high-rise buildings should be concentrated, how to establish and/or reinforce pedestrian-scaled development, and how site and building design should respond to public view corridors.

LUT ~~4649.4718~~ With the adoption of the Urban Core Specific Plan, eEstablish design standards for mixed use development that achieves a high quality pedestrian-scaled environment and promotes side or rear located parking areas, streetfront windows and entries, and public and private open space.

LUT ~~4649.4819~~:With the adoption of the Urban Core Specific Plan, cCreate a pedestrian-oriented realm by requiring retail or public uses at the ground floor of buildings.

Policies numbered 46.19 thru 46.25 renumbered to 49.20 thru 49.26 accordingly.

Amenities

LUT ~~4649.27~~26 Community amenities to be considered for the Urban Core Subarea as part of any amenities program should include, but not be limited to those listed in LUT Policy ~~275.15~~15.

Policies Intensity/Heights

(Page LUT170,171)

Policies numbered 47.1 thru 47.11 renumbered to 50.1 thru 50.11 accordingly.

LUT ~~4750.12~~12: Along the immediate street frontage of the Third Avenue corridor primarily between E and G Streets, buildings ~~should~~shall be predominantly low-rise, with mid-rise allowed ~~above~~, provided that upper stories are stepped back from the façade and are architecturally compatible with surrounding development.

LUT ~~4750.13~~13: On the east side of the Third Avenue corridor primarily between E and G Streets, building heights ~~should~~shall step down to create a ~~smooth visual~~ transition to the adjacent low-rise development east of Del Mar Avenue.

LUT ~~4750.14~~14: West of the Third Avenue corridor, building heights should be predominantly mid-rise.

Design

LUT ~~4750.15~~15: The Urban Core Specific Plan, or a subsequent master plan, should address design issues ~~at for areas around~~ the Civic Center complex to reinforce its function as a community-oriented complex that also complements and is integrally connected to Third Avenue, including pedestrian routes to link existing and future park facilities with existing and future civic uses. Design guidelines shall establish theme elements, including signage, park and street furniture, decorative paving, light standards, etc., to create a stronger sense of place and enhanced pedestrian linkages.

LUT ~~4750.16~~16: As part of the Urban Core Specific Plan, D development standards and guidelines ~~that are prepared to guide redevelopment activities~~ in the Downtown Third Avenue District ~~should~~shall ~~consider~~ support the ~~important traditional~~ intended village character along Third Avenue and ensure compatibility with residential neighborhoods immediately adjacent to redevelopment sites.

LUT ~~4750.17~~17: Establish a pedestrian paseo along F Street that will link downtown with the Interstate 5 Corridor and the Bayfront.

Amenities

LUT ~~4750.18~~18: Consider use of a cultural facility density bonus or incentive to increase space for amenities such as those listed in LUT ~~27.15~~15.

9.4 Urban Core Subarea-Wide Planning Factors, Objectives and Policies

Description of Subarea

The Urban Core Subarea is generally bounded by Interstate 5 on the west, C Street on the north, Second Avenue on the east, and L Street on the south. The Urban Core Subarea functions as the business, shopping and government center of Chula Vista and contains the City's oldest established residential neighborhoods (see Figure 5-25).

Existing Conditions

The Urban Core Subarea has three major commercial streets that offer different types of shopping: (1) Broadway's auto-oriented commercial strip malls, auto repair and service uses, and lodging; (2) H Street's Chula Vista Center (regional shopping mall), Scripps medical facilities, and other professional offices, restaurants and businesses; and (3) Downtown Third Avenue's pedestrian-oriented specialty shops, restaurants, and small businesses that primarily serve local residents. The City's civic center, central library, police headquarters, and the South County Regional Government Center are also located in the Urban Core Subarea, along with two urban-style passive parks and three elementary, one junior high school, and one high school. A variety of housing types are located in the Urban Core Subarea's neighborhoods, including single-family detached, multi-family apartments and condominiums, and mobile homes. Some of the neighborhoods are in transition, adding multi-family housing in accordance with allowable land use designations or upgrading the existing housing, while other neighborhoods remain stable with relatively little change.

Interstate 5 and the San Diego trolley line form the Urban Core Subarea's west edge, while the Bayfront Planning Area and San Diego Bay lay just beyond. Due to at-grade trolley crossings on City streets, vehicular traffic delays and backups occur on some major streets such as E and H Streets.

9.5.2 H Street Corridor District

(Page LUT-173)

Vision for District

The H Street Corridor District connects the H Street gateway and Broadway commercial corridor with downtown Third Avenue, and includes a mixed use area with offices, shopping, and multi-family housing in a high-intensity, transit-oriented development pattern near the Third Avenue transit station. A redeveloped Chula Vista Center shopping mall includes some high-density residential housing, substantial office space, and a transit station.

H Street functions as a multi-modal boulevard and major circulation route, linking eastern Chula Vista to the west. Bus Rapid Transit (BRT) links the H Street trolley station to communities in the east, with two BRT stops on H Street providing convenient transit access for commuters, shoppers, and residents. In addition to an active commuter hub, the Third Avenue and H Street transit station area functions as a landmark architectural entry statement for an active downtown mixed use district. Building heights within the H Street Corridor include low-rise and ~~some~~ mid-rise, with some high-rise focused within the Mixed Use Transit Focus Area on H Street between ~~near~~ Third and Fourth Avenues.

It is important to note that in view of the emerging character of H Street as a transit corridor and major link between the Bayfront, Broadway and Downtown; and the existence of major activity nodes like the Chula Vista Center, medical facilities at Scripps, and the South County Regional Center; that a special study to evaluate the potential for increased land use intensities and taller building forms will be conducted subsequent to adoption of this plan (see Section 7.2 and Fig. 5-17A).

Policies

(Page LUT-178,179)

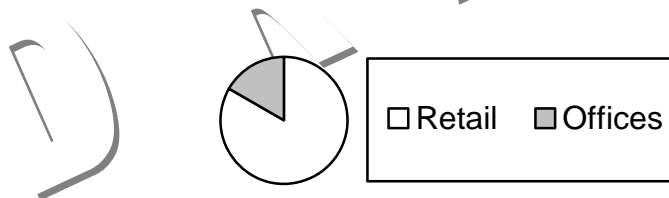
Note: 49.1 thru 49.3 renumbered to 52.1 thru 52.3

Uses

LUT ~~49~~52.3 In such instance as conditions under policies LUT52.1 and 52.2 do not materialize, strive for a distribution of uses within the Mixed Use Residential designation for the Chula Vista Center area to be mostly retail with some offices and residential, as generally shown on the chart below.

LUT ~~49~~52.4: With retention of the Chula Vista Center shopping mall, establish a master plan for redevelopment of the current Chula Vista Center site to introduce the residential and office components, and to address connections and complementary retail land use relationships to the new commercial center planned in the H Street Gateway Focus Area, to the west of Broadway under Objective LUT 59.

(new)LUT ~~49~~52.4A: On the north side of H Street, between Broadway and Fifth Avenue, strive for a distribution of uses within the Mixed Use Commercial designation with retail and office in the proportions generally shown below:



LUT ~~49~~52.6: In the Chula Vista Center Focus Area, the commercial (retail and office) portion of the Mixed Use Residential designation is intended to have a Focus Area-wide aggregate FAR of 1.0. Subsequent specific plans or zoning ordinance regulations will establish parcel-specific FARs (refer to Section 4.8.1 Interpreting the Land Use Diagram for a discussion of Focus area-wide versus parcel-specific FAR). Building heights ~~on both sides of H Street~~ within the Mixed Use Residential designation shall be primarily low-rise, with some mid-rise.

(new)LUT ~~49~~52.6A: In the Chula Vista Center Focus Area, within the Mixed Use Commercial designation north of H Street, is intended to have a Focus Area-wide aggregate FAR of 0.5. Subsequent specific plans or zoning ordinance regulations will establish parcel-specific FARs (refer to Section 4.8.1 Interpreting the Land Use Diagram for a discussion of Focus Area-wide versus parcel-specific FAR). Building heights within the Mixed Use Commercial designation shall be primarily low-rise, with some mid-rise.

Design

LUT ~~4952~~.7: The Urban Core Specific Plan shall ~~Provide~~ include comprehensive development standards and guidelines, including provisions for building setbacks, massing, architecture and streetscape, that will ~~ensure the grandeur~~ establish H Street as of a grand boulevard, and create ~~a pleasant an inviting~~ and safe pedestrian experience.

LUT ~~4952~~.8: Planning efforts and documents that address transit implementation along the H Street Corridor should include transit station locations, design themes, ease of pedestrian access, and user comfort.

(new)LUT 4952.9: The Urban Core Specific Plan, or other equivalent regulations, shall address design issues associated with the expanded depth of the Mixed Use Commercial designated area on the north side of H Street. Design and landscape standards shall ensure compatibility with residential uses on the north side of Otis Street.

9.5.4 H Street Office Focus Area

(Page LUT-180)

Description of Focus Area

The H Street Office Focus Area (see Figure 5-28) consists of the area on both sides of H Street, between Third Avenue and Fourth Avenue, including some areas just east of Third Avenue, extending north to G Street and south to I Street.

Existing Conditions

The H Street Office Focus Area is characterized by existing office uses on both sides of H Street, including the South County Regional Center on the south side of H Street and recent mixed use development on the north side. Other uses within this Focus Area along Third Avenue include a mix of retail and small offices, and a church at the northeast corner of H Street and Third Avenue. Between Third and Fourth Avenues, along Roosevelt Street, existing uses include a mix of single-family and multi-family residential units.

Vision for Focus Area

The H Street Office Focus Area is one of the three Transit Focus Areas (TFA) within the Urban Core, and is characterized by more intensive development surrounding the transit station, and serves as the southern anchor of the downtown Third Avenue activity corridor. It hosts the South County Regional Center and offices fronting on the south side of H Street, between Fourth Avenue and Third Avenue, and by the expansion of with transit focus mixed uses on the north side of H Street, extending to north of Roosevelt Street and on the east and west sides of Third Avenue. To the north of Roosevelt Street, the Urban Core Residential uses transition to higher-density housing which blends with the existing multi-family area on the south side of G Street.

It is anticipated that uses along the H Street and Third Avenue frontages within the transit focus mixed use area will include ground floor retail, substantial office space, and residential units. Residential units will be located on both sides of Roosevelt Street- with densities reducing north of Roosevelt Street, and building heights transitioning down from taller structures located closer to H Street, to mid-rise structures adjoining Roosevelt, to low-rise structures in areas adjacent to existing development on G Street- As such, b Building heights for this district will be primarily mid-rise, with some high-rise located closer to H Street.

To ensure an appropriate urban form for the higher density and intensity of development at this important activity area, the following outcomes should be achieved through development within that area:

- Function as a major gateway to downtown Third Avenue through the use of unique architecture that symbolizes the area-so that the community, as well as visitors to the City, will immediately recognize it as a gateway to downtown.
- The intensity and density of development is accompanied by enhanced public and amenities and benefits (i.e., plazas, fountains, public areas, extensive streetscape improvements, etc.), and which also serve to signal the area as a gateway and gathering point.
- Building and streetscape design support transit, and emphasize pedestrian design features that provide opportunities to easily access transit and minimize the use of private vehicles.
- The urban form and regulatory standards for this area, as established through the Urban Core Specific Plan or other zoning actions, will achieve the above in consideration of the context of areas surrounding the Transit Focus Area.

Objective LUT 5053

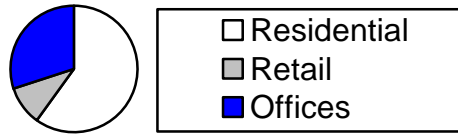
(Page LUT-181,182)

Encourage redevelopment to be mixed use along the H Street Corridor, between Third Avenue and Fourth Avenue, within walking distance of a planned future transit station near Third Avenue and H Street.

Policies

Uses

- LUT 5053.1: Strive for a distribution of uses within the Mixed Use Transit Focus Area designation on the north side of H Street and on the east side of Third Avenue to be mostly residential with offices and some retail, oriented to the H Street and Third Avenue frontages, as generally shown on the chart below:



Intensity/Height

LUT ~~50~~53.2: In the H Street Office Focus Area, residential densities within the Mixed Use Transit Focus Area designation are intended to have a Focus Area-wide gross density of 60 dwelling units per acre and are encouraged to develop at the high end of the density range ~~for Mixed Use Transit Focus Area~~, provided that projects meet pedestrian and transit-oriented objectives, ~~and utilize the incentive program~~ comply with the amenities provisions as presented in LUT Section 7.13.

LUT ~~50~~53.3: In the H Street Office Focus Area, the commercial (retail and office) portion of the Mixed Use Transit Focus Area designation is intended to have a Focus Area-wide aggregate FAR of 2.0. ~~However, s~~Subsequent specific plans or zoning ordinance regulations will establish parcel-specific FARs that may vary from the Focus Area-wide aggregate (refer to Section 4.8.1 Interpreting the Land Use Diagram for a discussion of Focus Area-wide versus parcel-specific FAR).

Building heights within the H Street Office Focus Area shall primarily be mid-rise, with some high-rise buildings. Any high-rise buildings will be subject to discretionary review pursuant to the provisions of LUT Section 7.2.

(new)LUT ~~50~~353.4 In the H Street Office Focus Area, residential densities within the Urban Core Residential designation are intended to have a gross density of 40 dwelling units per acre. Building heights within the Urban Core Residential designation shall be primarily low-rise, with some mid-rise buildings.

Design

LUT ~~50~~453.5: The Urban Core Specific Plan, or other zoning regulations shall establish design standards for ~~the Mixed Use Transit Focus Area within the H Street Office Focus Area.~~ consistent with the above policies and vision and policies.

9.5.5 Interstate 5 Corridor District

(Page LUT-183)

Description of District

The Interstate 5 Corridor District encompasses the area between Broadway and Interstate 5 from C Street on the north, to I Street on the south as shown on Figure 5-25. It is divided into ~~has~~ four Focus Areas, including North Broadway, E Street Visitor, Harbor View, and H Street Gateway. Descriptions and policies for the overall District and each of these Focus Areas are stated below.

Existing Conditions

The Interstate 5 Corridor District is characterized by low-rise multi-family housing extending from C to I Streets; mobile home parks between F and G Streets; three roadway connections to the

Bayfront (E, F and H Streets); a lack of accessible park facilities; and poor pedestrian connectivity crossing Interstate 5 to the Bayfront or to Broadway.

Vision for District

This area has been redeveloped as a major mixed use district, with higher density urban-type residential in mixed use development within ¼ mile of the E and H Street trolley stations; increased neighborhood-serving commercial and some multi-family housing on Broadway; and visitor-serving uses at select nodes. The lower density mobile home parks have been redeveloped with higher intensity housing types. A pedestrian-oriented F Street Promenade links the district to the Bayfront and to the Downtown Third Avenue District. Major links between the Urban Core and Bayfront land uses provide complementary services and economies, as well as recreational amenities for visitors and residents alike, thereby creating new vitality and interaction. Visitors to the City traveling along Interstate 5 will identify primary gateways into the City and Bayfront from afar through the identifiable presence of some high-rise structures near the freeway.

Intensity/Height

(Page LUT-185 to 187)

LUT ~~54~~54.3: In the North Broadway Focus Area, residential densities within the Mixed Use Residential designation are intended to have a Focus Area-wide gross density of 40 dwelling units per acre.

LUT ~~54~~54.4: In the North Broadway Focus Area, the commercial (retail and office) portion of the Mixed Use Residential designation is intended to have a Focus Area-wide aggregate FAR of 0.5. ~~However, s~~Subsequent specific plans or zoning ordinance regulations will establish parcel-specific FARs that may vary from the Focus Area-wide aggregate (refer to Section 4.8.1 Interpreting the Land Use Diagram for a discussion of focus area-wide versus parcel-specific FAR). Building heights on both sides of ~~Broadway~~H Street shall be primarily low-rise, with some mid-rise buildings.

Design

LUT ~~54~~54.5: Encourage the upgrading of older and/or marginal retail uses in the North Broadway Focus Area.

LUT ~~54~~54.6: ~~The Urban Core Specific Plan shall prepare-include~~ specific guidelines for the development of mixed use projects on North Broadway, between C and E Streets.

Amenities

LUT ~~54~~54.7: Community amenities to be considered for the North Broadway Focus Area as part of any incentive program should include, but not be limited to, those listed in Policy LUT ~~25-5~~27.1

Vision for Focus Area

The E Street Visitor Focus Area is one of the three Transit Focus Areas (TFA) within the Urban Core, and is characterized by more intensive development surrounding the transit station. Land uses on the north side of E Street near Interstate 5 include visitor-serving uses (e.g., restaurants, hotels/motels, service stations, etc.). The area further north, also adjacent to Interstate 5, includes high-density, low-rise, multi-family development, taking advantage of excellent views towards the Bayfront and the San Diego Bay. Visitor-serving land uses are on all four quadrants of the intersection of E Street and Broadway. The south side of E Street, where the trolley station is located, has transit focus mixed uses, including residential units, offices, and ground floor retail. Building heights for this focus area are primarily mid-rise, with some high-rise.

To ensure an appropriate urban form for the higher density and intensity of development at this important gateway and visitor activity area, the following outcomes should be achieved through development within that area:

- Function as a major entryway and gateway to the City through the use of unique architecture, landscaping and monumentation that symbolizes Chula Vista, and creates a strong sense of arrival for both residents and visitors.
- The intensity and density of development encouraged within this focus area must be supported by enhanced public benefits and amenities (i.e., plazas, fountains, public areas, extensive streetscape improvements, etc.) which should acknowledge use by both residents and visitors.
- Building and streetscape design support transit and emphasize features that provide opportunities to easily access transit and minimize the use of private vehicles.
- Transit-oriented design that focuses on pedestrians, and linkages to both the Bayfront and the F Street promenade, is particularly important given the existing San Diego trolley station, and the fact that a revitalized Interstate 5 Corridor District will increase the demand for transit at the E Street gateway. Designs must also take into consideration and promote grade separation of the trolley line for improved circulation for pedestrians and vehicles.
- The urban form and regulatory standards for this area as established through the Urban Core Specific Plan or other zoning actions, will achieve the above in consideration of the context of areas surrounding the TFA.

Policies**Intensity / Height****(Page LUT-191)**

- LUT ~~5255~~ 6: In the E Street Visitor Focus Area, residential densities within the Mixed Use Transit Focus Area designation are intended to have a Focus Area-wide gross density of 60 dwelling units per acre and may be developed near the high end of the density range, provided that projects meet pedestrian and transit-oriented design objectives, and comply with the amenities provisions presented in LUT Section 7.13.

LUT 5255.7: Residential densities within the Mixed Use Residential designation on Broadway are intended to have a Focus Area-wide gross density of 40 dwelling units per acre.

LUT 5255.8: In the E Street Visitor Focus Area, the commercial (retail and office) portion of the Mixed Use Residential designation is intended to have a Focus Area-wide aggregate FAR of 2.0. ~~However,~~ subsequent specific plans or zoning ordinance regulations will establish parcel-specific FARs that may vary from the Focus Area-wide aggregate (refer to Section 4.8.1 Interpreting The Land Use Diagram for a discussion of focus area-wide versus parcel-specific FAR).

Building heights on both sides of E Street shall be primarily mid-rise, with some high-rise buildings. Any high-rise buildings will be subject to discretionary review pursuant to the provisions of LUT Section 7.2.

LUT 5255.9: On Broadway, within the E Street Visitor Focus Area, the commercial (retail and office) portion of the Mixed Use Residential designation is intended to have a Focus Area-wide aggregate FAR of 1.0. However, subsequent specific plans or zoning ordinance regulations will establish parcel-specific FAR's that may vary from the Focus Area-wide aggregate (refer to Section 4.8.1 Interpreting the Land Use Diagram for a discussion of focus area-wide versus parcel-specific FAR).

Building heights on both sides of Broadway shall be primarily low-rise, with some mid-rise buildings.

(new)LUT 5255.9A: Residential densities within the Urban Core Residential designation between Woodlawn Avenue and Broadway are intended to have a Focus Area-wide gross density of 40 dwelling units per acre.

Design

(Page LUT-192)

LUT 5255.10: Encourage the upgrading of older and/or marginal retail uses along E Street and Woodlawn Avenue.

LUT 5255.11: The Urban Core Specific Plan, or other zoning regulations, shall establish design standards for the Mixed Use Transit Focus Area on E Street and Woodlawn Avenue, consistent with the above vision and policies. Prepare specific guidelines for the development of mixed use projects on E Street and Woodlawn Avenue.

LUT 5255.12: The Urban Core Specific Plan shall provide development standards and guidelines, including the provision of building setbacks and massing diagrams to ensure the enhancement of a primary gateway to the City along E Street, and a pleasant and safe pedestrian experience.

LUT 5255.13: Planning efforts and documents that address transit implementation along the E Street gateway should include transit station design themes, ease of pedestrian access to these stations, and user comfort.

Amenities

LUT ~~5255~~.14: Pursue the construction of an expanded crossing of Interstate 5 at E Street that will provide for an enhanced pedestrian connection between land uses within the Bayfront and those east of Interstate 5, including the E Street transit station (see Figure 5-30).

LUT ~~5255~~.15: Community amenities to be considered for the E Street Focus Area as part of any incentive program should include, but not be limited to those listed in Policy LUT ~~25-527.1~~.

9.5.8 Harbor View Focus Area

(Page LUT-194,196)

Intensity/Height

LUT ~~5356~~.3: In the Harbor View Focus Area, residential densities within the Mixed Use Residential and Urban Core Residential designated areas are intended to have a focus area-wide gross density of 40 dwelling units per acre for each designation.

LUT ~~5356~~.4: In the Harbor View Focus Area, the commercial (retail and office) portion of the Mixed Use Residential designation is intended to have a Focus Area-wide aggregate FAR of 1.0. ~~However, s~~Subsequent specific plans or zoning ordinance regulations will establish parcel-specific FARs that may vary from the Focus Area-wide aggregate (refer to Section 4.8.1 Interpreting The Land Use Diagram for a discussion of focus area-wide versus parcel-specific FAR). Building heights ~~alongwest of the~~ in the Harbor View Focus Area ~~frontage~~ should be primarily low-rise, with some mid-rise buildings.

LUT ~~5356~~.5: Building heights ~~alongwest of the~~ in the Harbor View Focus Area ~~frontage~~ should be predominantly low-rise, with some mid-rise buildings.

Design

LUT ~~5356~~.6: Encourage the upgrading of older and/or marginal retail uses along Broadway, between F and G Streets.

LUT ~~5356~~.7: The Urban Core Specific Plan shall ~~P~~prepare specific design guidelines for the development of mixed use projects on Broadway, between F and G Streets.

9.5.9 H Street Gateway Focus Area

(Page LUT-197)

Vision for Focus Area

The H Street Gateway Focus Area (Figure 5-31) is one of the three Transit Focus Areas (TFA) within the Urban Core, and is characterized by more intensive development surrounding the transit station. It serves as a particularly important major gateway to ~~western downtown~~ Chula Vista and the Bayfront area from Interstate 5. It also functions as a major transportation corridor and hub where major-key east/west Bus Rapid Transit (BRT) service intersects with major north/south routes at the H Street Trolley Station. Land uses on the north side of H Street near Interstate 5, where the trolley station is located, are characterized by high-intensity transit focus

mixed uses, including higher density residential units, offices, and ground floor retail. Visitor-serving land uses are in the westerly quadrants of H Street and Broadway. Building heights for this Focus Area are primarily mid-rise, with some high-rise closer to Interstate 5. H Street is a transit boulevard incorporating BRT facilities in its design. In addition, H Street functions as a pedestrian route linking the Urban Core Subarea with the Bayfront.

The south side of H Street, extending from Interstate 5 to Broadway, and south to I Street, is redeveloped as a regional shopping center that either replaces or complements the Chula Vista Center, provided that existing retail and residential properties are acquired for this purpose. Under this scenario the regional center is enhanced by better exposure and freeway access, and improved circulation along H Street provided by a reduced number of controlled access points. The regional center is complementary to Bayfront uses west of Interstate 5, and accessible to and from the H Street Trolley Station. Building heights for the area south of H Street are primarily mid-rise, with some high-rise focused closer to Interstate 5 and H Street. Residential neighborhoods south of I Street and the existing elementary school have been sufficiently buffered from the regional center.

If existing retail and residential properties [in this location](#) are not acquired for purposes of creating a new regional shopping center, then the H Street Gateway Focus Area, south of H Street and west of Broadway, will redevelop as a transit focus mixed use area with higher density residential housing, offices and ground floor retail uses located closer to H Street within walking distance of the H Street Trolley Station.

[To ensure an appropriate urban form for the higher density and intensity of development at this important gateway, visitor and transit hub, the following outcomes should be achieved through development within that area:](#)

- [Function as a major entryway and gateway to the City through the use of unique architecture, landscaping and monumentation that symbolizes Chula Vista, and creates a strong sense of arrival for both residents and visitors.](#)
- [The intensity and density of development encouraged within this focus area must be supported by enhanced public benefits and amenities \(i.e., plazas, fountains, public areas, extensive streetscape and landscape improvements, etc.\) ~~which should~~ signify H Street as an important gateway, and acknowledge use by both residents and visitors. Particular attention should be given to deck improvements over Interstate 5 in creating an inviting pedestrian-friendly crossing to the Bayfront.](#)
- [Building and streetscape design must support transit and emphasize features that provide opportunities to easily access transit.](#)
- [Transit-oriented design that focuses on pedestrians, and linkages to both the Bayfront and easterly along H Street to Chula Vista Center and downtown Third Avenue is particularly important to creating continuity for this major corridor. Designs must also take into consideration and promote grade separation of the trolley line for improved circulation for both pedestrians and vehicles.](#)

- The urban form and regulatory standards for this area as established through the Urban Core Specific Plan or other zoning actions, shall achieve the above in consideration of the context of areas surrounding the TFA.

Intensity/Heights

(Page LUT-200,201)

LUT ~~54.5~~3: In the H Street Gateway Focus Area, residential densities within the Mixed Use Transit Focus Areas north of H Street are intended to have a Focus Area-wide gross density of 60 dwelling units per acre, and are encouraged to develop near the high end of the density range, provided that projects are found to be compatible with pedestrian and transit-oriented design objectives, ~~and provide necessary amenities.~~ and comply with the amenities provisions as presented in LUT Section 7.13.

LUT ~~54.5~~4: In the H Street Gateway Focus Area north of H Street, the commercial (retail and office) portion of the Mixed Use Transit Focus Area designation is intended to have a Focus Area-wide aggregate FAR of 1.5. Subsequent specific plans or zoning ordinance regulations will establish parcel-specific FAR's (refer to Section 4.8.1 Interpreting the Land Use Diagram for a discussion of Focus Area-wide versus parcel-specific FAR).

Building heights on the north side of H Street in the Mixed Use Transit Focus Area should be primarily mid-rise, with some high-rise buildings. Any high-rise buildings will be subject to discretionary review pursuant to the provisions of LUT Section 7.2.

(new)LUT ~~54.5~~5 In the H Street Gateway Focus Area, residential densities in the Urban Core Residential designation north of the H Street trolley station will have an area-wide gross density of 40 dwelling units per acre. Building heights shall be a mix of low- and mid-rise. The residential density in the Residential High designation north of the H Street trolley station is up to 27 dwelling units per gross acre, with primarily low-rise buildings.

Design

LUT ~~54.5~~57.6 Encourage the upgrading of older and/or marginal retail uses along H Street and Broadway.

LUT ~~54.6~~57.7 The Urban Core Specific Plan, or other zoning regulations, shall establish design standards for the Mixed Use Transit Focus Area, and other ~~Prepare specific guidelines for the development of~~ mixed-use projects on H Street and on Broadway, consistent with the above policies and vision.

LUT ~~54.7~~57.8 The Urban Core Specific Plan shall ~~provide~~ include development standards and guidelines, including the provision of building setbacks and massing diagrams to ensure the enhancement of a primary gateway to the City and the grandeur establishment of a grand transit boulevard along H Street, as well as to ensure a pleasant and safe pedestrian experience.

LUT ~~54.8~~57.9 Planning efforts and documents that address transit implementation along the H Street Gateway should include transit station design themes, pedestrian ease of access to these stations, and user comfort.

Amenities

LUT ~~54.95~~57.10: Community amenities to be considered for the H Street Gateway Focus Area as part of any incentive program should include, but not be limited to those listed in Policy LUT ~~275.15~~.

LUT ~~54.40-57.11~~ Pursue the construction of an expanded crossing of Interstate 5 at H Street that will provide for an enhanced pedestrian connection between land uses within the Bayfront and those east of Interstate 5, including the H Street transit station (see Figure 5-32).

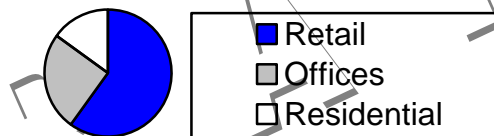
9.5.9 H Street Gateway Focus Area

(Page LUT-202-204)

Policies

Uses

LUT ~~5558~~558.1: ~~Should~~ ~~With successful~~ relocation of the large regional retail uses to the H Street Gateway Focus Area ~~occur~~, south of H Street, strive for a distribution of uses within the Mixed Use Transit Focus Area designation south of H Street to be retail, with some offices and residential, as generally shown on the chart below:



LUT ~~5558~~558.2: Through adoption of a specific plan that addresses protection of residential neighborhoods south of I Street, and requires assembly of at least 90 percent of existing parcels of land within the Mixed Use Transit Focus Area designated area south of H Street, a large regional commercial center would be permitted within the H Street Gateway Focus Area. Until adoption of such a specific plan, existing land uses are considered consistent with this mixed land use designation.

Intensity/Heights

LUT ~~5558~~558.4: With no relocation of large regional retail uses to the H Street Gateway Focus Area, residential densities within the Mixed Use Transit Focus Area designated areas south of H Street are intended to have a Focus Area-wide gross density of 60 dwelling units per acre and are encouraged to develop near the high end of the density range, provided that projects are found to be compatible with pedestrian and transit-oriented design objectives.

LUT ~~5558~~558.5 In the H Street Gateway Focus Area south of H Street, the commercial (retail and office) portion of the Mixed Use Transit Focus Area designation is intended to have a Focus Area-wide aggregate FAR of 2.0. Subsequent specific plans or zoning ordinance regulations will establish parcel-specific FAR's (refer to Section

4.8.1 Interpreting the Land Use Diagram for a discussion of Focus Area-wide versus parcel-specific FAR).

Building heights on the south side of H Street in the Mixed Use Transit Focus Area should be primarily mid-rise, with some high-rise buildings closer to Interstate 5 and H Street. Any high-rise buildings will be subject to discretionary review pursuant to the provisions of LUT Section 7.2.

- LUT ~~5558~~.6 In the H Street Gateway Focus Area, the Mixed Use Commercial designation near Broadway is intended to have a Focus Area-wide aggregate FAR of 0.75. Subsequent specific plans or zoning ordinance regulations will establish parcel-specific FAR (refer to Section 4.8.1 Interpreting the Land Use Diagram for a discussion of Focus Area-wide versus parcel-specific FAR). Building heights in the Mixed Use Commercial designated area will be primarily low-rise, with some mid-rise buildings.

Design

- LUT ~~5558~~.7: Encourage the upgrading of older and/or marginal retail uses along H Street and Broadway.
- LUT ~~5558~~.8: The Urban Core Specific Plan shall include ~~prepare~~ specific guidelines for the development of mixed use projects on H Street and on Broadway.
- LUT ~~5558~~.9: The Urban Core Specific Plan shall ~~provide~~ include development standards and guidelines, including the provision of building setbacks and massing diagrams to ensure the enhancement of a primary gateway to the City and the establishment of a ~~grandeur of a~~ transit boulevard along H Street, as well as to ensure a pleasant and safe pedestrian experience.
- LUT ~~5558~~.10: Planning efforts and documents that address transit implementation along the H Street Gateway should include transit station design themes, ease of access to these stations, and user comfort.
- LUT ~~5558~~.11: As part of the Urban Core Specific Plan, ~~S~~ specific guidelines for the development of mixed use projects south of the H Street frontage shall be prepared that provide an appropriate buffer to protect existing residential neighborhoods south of I Street.

Amenities

- LUT ~~5558~~.12: Community amenities to be considered for the H Street Gateway Focus Area as part of any incentive program should include, but not be limited to those listed in Policy LUT ~~25-5~~27.1

9.5.10 Mid-Broadway District

(Page LUT-208)

Design

- LUT ~~5659~~.6: Encourage the upgrading of older and/or marginal retail uses along Broadway.

LUT ~~5659~~.7: Prepare specific guidelines for the development of mixed use projects on Broadway.

LUT ~~5659~~.8: [The Urban Core Specific Plan shall](#) establish design guidelines and/or zoning standards that provide for building heights that step down adjacent to single-family neighborhoods.

Amenities

LUT ~~5659~~.9: Community amenities to be considered for the Mid-Broadway District as part of any incentive program should include, but not be limited to, those listed in Policy LUT ~~25.5~~ [27.1](#).

9.5.11 Mid-Third Avenue District

(Page LUT-211)

Design

Note 57.1 and 57.2 renumbered to 60.1 and 60.2

LUT ~~5760~~.3: [The Urban Core Specific Plan shall](#) establish design guidelines and/or zoning standards that provide for building heights that step down adjacent to single family neighborhoods.

Amenities

LUT ~~5760~~.4: Community amenities to be considered for the Mid-Third Avenue District as part of any incentive program should include, but not be limited to, those listed in Policy LUT ~~265.15~~.

10.0 EAST AREA PLAN

10.1 Description/Setting

(Page LUT-213)

The East Planning Area predominately consists of master planned communities in various stages of development, and of open space. The area is generally bounded on the west by Interstate 805; on the north by State Route 54 and the Sweetwater River Valley, where the City's corporate and Sphere of Influence boundaries lie; on the northeast and east by Highway 94, within unincorporated San Diego County, near the communities of Jamul and Dulzura in the San Miguel Mountain/Proctor Valley area; and on the south within and adjacent to the boundaries designated by the General Development Plan of the Otay Ranch master planned community. It also includes areas within the City of San Diego and unincorporated areas of San Diego County.

The City of Chula Vista and San Diego County jointly planned Chula Vista's largest master planned community, Otay Ranch, which consists of 23,000 acres that were annexed from the County. In October 1993, the Chula Vista City Council approved a General Development Plan (GDP), and the San Diego County Board of Supervisors approved a Sub-regional Plan (SRP) for Otay Ranch.

The East Planning Area includes other areas within unincorporated San Diego County that, for the most part, are expected to remain within County jurisdiction. How these unincorporated areas are treated in relation to the City of Chula Vista is discussed within this General Plan.

Additionally, there are significant open space lands within the East Planning Area that are outside of the designated villages, planning subareas, or other areas intended for development. Such open space lands are [intended](#) to be preserved under the Otay Ranch Resource Management Plan [and MSCP Subarea Plan. Refer to the Environmental Element of this General Plan for identification and discussion of these areas.](#)

Objectives 58 thru 65 and associated policies renumbered to 61 thru 68 accordingly

10.4.3 Master Planned Communities Sub-area

(Page LUT-233)

Objective LUT [696](#)

Create and maintain unique, stable, and well-designed communities that are master planned to guide development activities.

Policies

LUT [696](#).1: The policies and regulations within GDPs and SPA Plans that are specific to each community shall continue to guide the completion of development activities.

[\(new\)LUT 696.2:Limit development and improvements of the Birch-Patrick Estate House and surrounding area, located south of the Upper Otay Reservoir, to private and public conference center/community center uses.](#)

Note Objective 67 and related policies renumbered to 70

10.4.6 Otay Ranch Subarea

(Page LUT-239)

Description of Subarea

The 23,000-acre Otay Ranch is the largest of the East Planning Area's master planned communities. It consists of eight undeveloped villages and planning areas in various stages of planning. Four villages within the Otay Ranch are either developed or are sufficiently planned for development such that they are included in the Master Planned Communities Subarea, Section 10.4.3, ~~even though they are covered by the Otay Ranch GDP.~~ However, these four villages remain a part of and subject to the Otay Ranch GDP.

Because of the dominate important role the GDP has played and will continue to play in the planning for the area, many of the terms, concepts and other identifying components from the GDP are utilized in the text and mapping of this Subarea. Some of these terms and concepts are unique to the Otay Ranch GDP and are not found in the other Area Plans or the Districts in the East Area.

Objective LUT ~~76~~73

(Page LUT-244)

LUT ~~73-4~~76.1 Services and facilities will be conveniently located and efficiently managed and provided to Otay Ranch residents concurrent with needs.

New Policy

LUT 76.2 If deemed necessary by the Sweetwater Union High School District, accommodate an additional high school that is centrally located to serve the student demand in the undeveloped areas of the Otay Ranch Sub-area, exclusive of Village Two, that includes Villages Three, Four, Eight, and Nine and the Eastern Urban Center. Encourage a non-traditional school design that can efficiently integrate with adjacent, more intensive mixed-use, commercial, and residential uses. The location of the high school shall be determined by the District, with input from the City, prior to or concurrent with approval of any Sectional Area Plan for the villages or the EUC as listed above.

10.5.1 Western District

(Page LUT-245)

Description of District

The Western District is located at the west end of the Otay Ranch Subarea and includes Villages Two, Two West, and Three ~~and Planning Area 18B~~ of the Otay Ranch GDP (Figure 5-42). The district's major features is are the Village Two ~~and its~~ village core ~~area~~ and the Village Three industrial/business park.

Existing Conditions

The Western District surrounds the Otay Landfill on three sides and extends to Olympic Parkway on the north, the planned La Media Road and existing Wolf Canyon to the east, and the Otay Valley to the south. The district is mostly vacant with only a fire station and Otay Ranch High School currently existing. The District is being planned and implemented in accordance with the objectives and policies of this General Plan and the Otay Ranch's GDP, so it is important that appropriate land uses buffer the landfill. Village Two West serves as a transition area between Village Two and the Otay landfill to the west. Village Three and Planning Area 18B are also

~~transition areas between Village Two/Wolf Canyon and the Otay Landfill. These “transition areas” are intended to complement the surrounding land uses in Village Two.~~

Vision for District

~~Two of the three villages in the District, Village Two and Village Two West, is a village offering significant opportunities for~~ pedestrian-oriented ~~development communities~~ that includes a variety of land uses ~~in and share~~ a large village core. ~~The Village Two core has a variety of land uses in a village core that~~ is larger and more intense than the typical village core in Otay Ranch, but is not as intensely developed as the Town Centers found in several other villages. ~~Residential density and the intensity of uses transition to lower densities and intensities as they approach open space areas located in Poggi and Wolf Canyons.~~ A separate, smaller neighborhood-serving commercial area is also located in ~~Village Two~~ the District, providing services to nearby village residents.

~~The southwest portion of Village Two West serves as a transition area between the Otay Landfill and the residential areas within the balance of the Village by providing limited industrial uses that buffer the landfill from residential development. It also provides a planned extension of industrial uses from the Sunbow master-planned industrial community to the West.~~

~~The third village in the District, Village Three, also serves~~ Similarly, industrial uses within Village ~~Three serve as a transitional buffer between the landfill and adjacent open space areas and residential development areas.~~

Objectives 67 thru 73 and associated policies renumbered to 70 thru 76 accordingly (Page LUT- 236)

Objective LUT ~~74~~77

(Page LUT-247)

Develop a pedestrian-oriented transit village within ~~the Western District~~ Village Two providing a range of housing types, community facilities, and open space ~~with appropriate land uses adjacent to the Otay Landfill.~~

Policies

(Page LUT-247)

LUT ~~74~~77.1: In ~~the~~ Village Two ~~and Two West area~~, provide diverse housing types, including single-family and multi-family dwellings.

LUT ~~74~~77.2: ~~For areas adjacent to the Otay Landfill and open space and wildlife corridors in Wolf Canyon, I~~ limit land uses ~~adjacent to the open space and wildlife corridors in Wolf Canyon to lower density large-lot single-family residential~~ to lower density large-lot single-family residential and limited industrial or business parks.

LUT ~~74~~77.3: Provide the needed community facilities, including an elementary school, public neighborhood parks, community purpose facilities, and common useable open space areas.

LUT ~~74~~77.4: Allow a linear design for Village Two with primary access from Heritage Road and La Media Road, creating a walkable village core that extends in an east/west direction across the village and provides well-distributed pedestrian links between community-serving land uses in the core and the surrounding residential neighborhoods.

Objective LUT ~~7578~~

(Page LUT-248)

Provide a higher density, mixed use Village Core within the Village ~~2~~ Two area to serve Village ~~2~~ Two, as well as nearby communities and a lower density neighborhood-serving mixed-use area able to serve adjacent village residents.

Policies

- LUT ~~7578~~.1: Provide high-density residential uses arranged in and around a commercial retail mixed use development at the eastern end of the village core.
- LUT ~~7578~~.2: Provide for a smaller neighborhood center on the western side of the village containing non-transit oriented multi-family densities and smaller neighborhood-serving shops.
- LUT ~~7578~~.3: Provide a transit station to serve the Bus Rapid Transit (BRT) system in the Village Core, ~~and provide a transit stop for the transit line on or near Birch Road.~~
- LUT ~~7578~~.4: Allow for ~~a grocery store and other shops and~~ commercial services serving ~~transit-oriented multi-family development in the village core~~ not only Village Two but surrounding villages as well.
- LUT ~~7578~~.5: Enable the intensification of multi-family residential densities and commercial uses to enhance transit use, reduce automotive dependency, and promote social interaction.
- LUT ~~7578~~.6: Provide transition for adjoining land uses and open space buffers with public serving land uses such as the Otay Ranch High School and Fire Station No. 7.

Objective LUT ~~7679~~

(Page LUT-249)

~~Maintain and preserve the Otay Landfill Buffer and open space and wildlife corridors in Wolf Canyon by locating appropriate land uses in adjacent areas. Establish appropriate land uses adjacent to the Otay Landfill and Wolf Canyon that reflect the unique land use and landform characteristics of these areas.~~

Policies

- LUT ~~7679~~.1: Prior to or concurrent with the approval of a SPA Plan for Village Two, Two West, and the Otay Ranch industrial/business park, Ensure that the design of these areas Village two, Two West, and the otay Ranch Business Park reflects the unique characteristics of the landform and surrounding ~~development~~ land use.
- LUT ~~7679~~.2: ~~Provide opportunities from the high mesa locations of Village Two to view open space areas to the east and south.~~ Preserve and protect view opportunities and provide view corridors to open space areas to the south and east from the high

mesa locations of Village Two and from along the edges of Poggi and Wolf Canyons.

- LUT ~~7679~~.3: Create large lot developments suitable for limited industrial, research, and business park uses in the business park in Otay Ranch (Village Three/Planning Area 18). The size and design of lots and graded pads shall be suitable to accommodate a range of appropriate types of users within industrial areas.
- LUT ~~7679~~.4: Prior to or concurrent with approval of a SPA Plan for Village Two West, Ensure that single-family residential development in Village Two West provides appropriate open space ~~buffers adjacent~~ to ~~the industrial uses that are located adjacent to the~~ Otay Landfill, ~~and respects the landforms of Poggi Canyon.~~
- LUT ~~7679~~.5: Allow for the development of a limited industrial business park to buffer the Village Two area and provide a consistent transition to the Otay Landfill with additional open space corridors. Limit land uses adjacent to the Otay Landfill to open space and limited industrial uses or business parks.

Objective LUT ~~7780~~

Protect the natural features of the Otay Ranch Preserve located in Wolf Canyon.

Policies

- LUT ~~7780~~.1 Maintain the natural landform character of Wolf Canyon by implementing policies of the Chula Vista Multiple Species Conservation Program (MSCP) Subarea Plan.

(new) LUT ~~7780~~.2 Ensure development respects existing landforms by utilizing landform grading techniques in areas that interface with Poggi and Wolf Canyons.

Note Objective 78 and related policies renumbered to 81

Objective LUT ~~7982~~

(Page LUT-255)

Designate and allow for appropriate and carefully planned land uses that provide additional recreational activities, both public and private, ~~and entertainment and commercial activities~~ that do not threaten the viability of sensitive biological habitats or the Otay Valley's function as a key component of the Otay Ranch Preserve.

Policies

- LUT ~~7982~~.1: LimitAllow public and private active recreational uses ~~to~~ on the previously disturbed, non-sensitive ~~areas property identified as the "Gun Club" and "Bird Ranch"~~ and deemed appropriate for ~~limited active recreation~~ development by the City's MSCP Subarea Plan and Otay Ranch ~~Historic Resource Management Plan. Provide for the appropriate preservation of the historic "Bird Ranch" structures, as applicable pursuant to relevant historic guidelines.~~ Access to these

sites should be readily accessible from existing and planned public roads and should not intrude into core Preserve areas.

(new) LUT 82.2 Prior to the approval of any project that proposes the demolition or significant alteration of a potentially significant historic resource within the "Bird Ranch" property in Otay Valley, as defined pursuant to applicable state and federal laws, require the completion of an historic survey report to determine significance. If determined to be significant, require appropriate and feasible mitigation pursuant to CEQA Section 15064.5.

LUT 79.282.3 ~~Limited commercial and a~~ Active recreation uses authorized by Policy LUT ~~8082.1~~ above, shall be sited to minimize the potential negative effects of these uses on adjacent Preserve areas. ~~sensitive resources in the MSCP Open Space Preserve to the extent feasible.~~

LUT 79.3:82.4 ~~Ensure that uses in this area are~~ Prior to approval of any a-discretionary permit in the Otay Valley District, ensure that the proposed project is consistent with the Otay Valley Regional Park Concept Plan, and assist implementation of the Concept Plan through project features and design that support or provide access, staging areas, trails, and appropriate buffering.

Objective LUT 830

(Page LUT-256)

Promote limited industrial development opportunities, where appropriate access to non-residential circulation roadways is provided and environmental impacts are minimized.

LUT 8083.1: Allow limited industrial development ~~in the "southwest corner"~~ on ~~properties property~~ east of Heritage Road and south of Otay Valley, subject to the preparation of a master development plan that addresses appropriate street improvements, vehicular access, screening from public viewsheds, development infrastructure, protection of adjacent environmentally sensitive resources, water quality, and phasing.

LUT 8083.2: Improved access to industrial lots shall be a condition for future industrial development

Objective LUT 8285

(Page LUT-261, 262)

Establish a distinctly identifiable corridor that creates a unique sense of place through its integration of diverse uses and land use focus areas into a cohesive development pattern and its linkages between the district's focus areas, and with the sub-region, adjoining communities, and open spaces.

Policies

LUT 8285.1: Integrate public schools, parklands, cultural and community facilities, libraries, the higher education facility, and comparable uses that support the other primary land uses. Accommodate a high school if necessary, within the district, east of State Route 125. Encourage a non-traditional school design that can efficiently integrate with adjacent, more intensive, mixed-use commercial, residential, and university-related uses.

- LUT [8285.2](#): Locate and design buildings, public spaces, and landscaping to create a distinct character and identity for each focus area, emphasizing development patterns that foster pedestrian activity and enhance community livability.
- LUT [8285.3](#): Connect the corridor's uses to surrounding open spaces with pedestrian and bike paths and greenbelts.
- LUT [8285.4](#): As part of any SPA plan within the University Study Area, ~~E~~establish a ~~common~~ coordinated system of physical elements that interconnect and unify the corridor's Focus Areas, including streets, transit, sidewalks, streetscapes, signage, lighting, building placement and form, and architectural character.
- LUT [8285.5](#): Carefully consider for each focus area land uses that will not diminish or prevent the establishment of uses primarily intended for the other focus areas of the Eastern University District.
- LUT [8285.6](#) Complete preparation of a framework strategy for the University Campus, University Village, Eastern Urban Center and Regional Technology Park Focus Areas included within the "University Study Area" prior to or concurrently with any future GDP amendments and/or SPA plans for villages within the Eastern University District. This strategy ~~shall~~should identify and consider important land use, economic, circulation, and design elements, and relationships between these Focus Areas. The strategy ~~shall~~should also identify key principles or "ground rules" for development to allow subsequent SPA planning for the individual focus areas and ownerships to proceed independently—~~within an agreed-upon framework.~~

Objective LUT [8689](#)

(Page LUT-268)

Develop a multi-institutional university center or traditional university site that combines a learning institution's various functions into a cohesive and well-designed area that enhances pedestrian activity and livability; respects the natural setting; and is well integrated with adjoining communities and uses, including the University Village Town Center, Eastern Urban Center, and the surrounding residential community.

Policies

Use & Design

- LUT [8689.1](#) Prior to the adoption of a SPA involving the University site or area supporting the campus, ~~L~~ocate and design the development of university and supporting uses to achieve a cohesive and integrated campus environment, in consideration of the following principles:

(Bulleted list not changing)

Provide a centralized urban area to support the East Chula Vista/Otay Ranch and south San Diego County population, providing regional goods and services that cannot be accommodated in the residential village cores of Otay Ranch.

Policies

LUT ~~94~~94.1: Integrate civic uses, recreation activity, a system of parks, necessary schools, and other resident-serving uses and encourage joint use of public and private facilities.

LUT ~~94~~94.2: Encourage the highest residential densities of the Otay Ranch Subarea to develop in the EUC.

LUT ~~94~~94.3: Provide sufficient acreage to accommodate cultural and community public facilities, open space, park(s), and schools within the urban center and encourage the development of a performing arts center.

LUT ~~94~~94.4: Develop the EUC as an "intense urban form," with mid- and high-rise buildings typically located in the central core and near transit.

LUT ~~94~~94.5: Apply the Design Review process for discretionary projects to ensure that Design building facades are designed and oriented ~~them~~ to accentuate and enhance the pedestrian experience and urban street scene. Buildings fronting on pedestrian spaces shall be designed to support and enhance dining, entertainment, and art and cultural activities.

LUT ~~94~~94.6: As part of the approval of a SPA, pProvide pedestrian-oriented plazas, through-block paseos, and landscaped squares to add interest and provide contrast to the buildings, which shall generally be built to the sidewalk's edge.

~~LUT 94.7: Along main thoroughfares and primary pedestrian ways, off-street parking shall be provided primarily behind buildings or within parking structures. Exceptions that allow parking on an interim basis adjacent to such thoroughfares and pedestrian ways (to accommodate build-out of development) may be permitted when the interim phase status of the parking can be justified. For all other streets, off-street parking situated along and adjacent to the other street frontage shall be minimized in order to maintain a pedestrian orientation and preserve the urban character of the EUC.~~

LUT ~~94~~94.87 As part of a framework strategy for the University Study Area, identify development regulations and design standards within City ordinances, policies, and other regulatory measures that may hinder achieving the intended urban vision for the EUC. Revise regulations and standards for both public and private uses and facilities where deemed necessary to create the urban character intended for the EUC.

LUT ~~94~~94.98 Accommodate phased development, allowing the urban land use intensity and character of the EUC to intensify and evolve in stages in response to economic and other factors.

Objective 925

(Page LUT-284)

LUT 9295.6: The precise boundary between the EUC and the University Village will be determined by the design of the Town Center Arterial during the preparation of the Framework Strategy and subsequent SPA plans for the EUC and University Village.

(new)LUT 9295.7 Off-street parking facilities within the Eastern Urban Center shall be located and designed to promote the urban character and pedestrian orientation intended for the EUC. Parking shall conform to the urban architecture and form; provide convenient pedestrian access to the areas it serves; and promote the efficient use of shared parking facilities. To help insure successful buildout of the EUC, regulatory measures and design standards shall allow for flexibility in the siting of off-street parking facilities to accommodate temporary, interim, or phased parking facilities.

(new)LUT 9295.8 Promote the development of public or private parking structures that can be shared by multiple uses within the Eastern Urban Center.

Objective LUT 936

(Page LUT-284)

Create a retail commercial center that supports the East Planning Area/Otay Ranch population by providing regional goods and services that are not accommodated in the residential village cores or town centers; functions integrally with the intense, pedestrian-oriented urban activity of the Eastern Urban Center (EUC) Focus Area; and accommodates the bus rapid transit system connecting it to other villages, the EUC, and the region.

Policies

LUT 9396.1: Accommodate uses that provide regional retail commercial and entertainment services, including department stores, multiplex theatres, specialty retail shops, and eating and drinking establishments, but not office use.

LUT 9396.2: Locate the BRT route and station stop within the Freeway Commercial Focus Area to facilitate ~~a central~~ an appropriate BRT alignment and transit center ~~in~~ for the EUC.

Note Objective LUT 94 and related policies renumbered to 97

CHAPTER 6 – ECONOMIC DEVELOPMENT ELEMENT

ED 2 JOBS/HOUSING BALANCE

(Page EDE-7)

Currently, many Chula Vista residents commute out of the city for employment, contributing to local and regional traffic congestion and air pollution. It is essential to the city's job creation goals that areas for business park, office and retail development are designated, properly zoned and entitled. In the same manner, it is equally important that areas of the city are properly zoned for a variety of housing types, from multi-family units to estate development. Providing the variety of jobs with differing income opportunities and the variety of housing types helps Chula Vista remain competitive in the regional marketplace in terms of location, amenities and costs. It also assists the City in attracting new, targeted businesses to provide a diverse and ample employment base for Chula Vista residents.

Objective ED 2

A variety of job and housing opportunities to improve Chula Vista's jobs/housing balance.

Policies:

- ED 2.1 In the SR-125 commercial corridor, plan and facilitate development that generates regional serving retail and service jobs.
 - ED 2.2 Facilitate increased employment densities near transit stations and routes.
 - ED 2.3 Pursue a diverse supply of housing types and costs, as well as a diverse supply of jobs with varying income potential, to balance local job and housing opportunities.
 - ED 2.4 Encourage home based businesses, as permitted by the Chula Vista Zoning Ordinance, where operations are compatible with the surrounding neighborhood.
 - ED 2.5 Encourage mixed use projects where retail, commercial and office development is developed with residential opportunities on the same site or in the same building.
- (new) [ED 2.6 Leverage economic development incentives to provide high quality jobs for Chula Vista residents.](#)

ED 5 INTERNATIONAL TRADE

(Page EDE-10)

The importing and exporting of goods is critical to the region's economy. Chula Vista is in the center of the bi-national, San Diego/Tijuana metropolitan area. Because of the city's proximity to the US/Mexico border, the busiest border crossing in the world, and its position on the Pacific Rim, Chula Vista is uniquely situated to capitalize on cross-border and international trade. Several Pacific Rim related firms, including Hitachi and Dai-Nippon, are located in Chula Vista. Future business attraction and recruitment strategies should continue to focus on the city's distinct locational advantage, and on targeted export/import and *maquiladora* ("twin plant") firms.

Objective ED 5

(Page EDE-10)

Promote cross-border and international trade.

Policies:

- ED 5.1 Develop and implement programs designed to attract regional and cross-border expenditures and thus generate sales and other tax revenues for the city.
- ED 5.2 Support infrastructure improvements along the border region.
- ED 5.3 Identify, monitor and proactively assist local firms involved in international trade.
- ED 5.4 Develop and support clusters of Pacific Rim affiliated international firms.
- ED 5.5 Support development of Chula Vista as an export city, capitalizing on the city's bayfront location and on its proximity to the international border to create a niche for export businesses and industries.
- ED 5.6 Coordinate with federal, State and local entities to position the city to take advantage of existing and future free trade agreements, including NAFTA, European Union and Pacific Rim agreements.
- (new) [ED 5.7 Promote social, regional and economic cohesion and build stable, sustainable cross-border economic development.](#)

CHAPTER 8 PUBLIC FACILITIES AND SERVICES ELEMENT

3.0 ~~General Plan Organization~~ Planning Factors, Objectives, and Policies

Objective	PFS 5	(Page PFS-20,21)
PFS 5.4	Provide adequate law enforcement staff and equipment <u>pursuant to Police Department Strategic Plans</u> to meet established service standards.	
PFS 5.7	Permit large-scale development only through a process that phases its construction with provision of police and fire protection services such that services are provided prior to or concurrent with need. <u>Prior to approval of any discretionary projects, ensure that construction is phased with provision of police and fire protection services such that services are provided prior to or concurrent with need.</u>	
Objective	PFS 9	(Page PFS-29)
PFS 9.1	Continue Coordinate ing with local school districts during review of <u>applicable land use issues requiring</u> discretionary approvals to provide adequate school facilities, to meet needs generated by development and to avoid overcrowding <u>in accordance with the guidelines and limitations of Government Code 65996(b).</u>	
PFS 9.5	Work closely with the school districts to identify needs for public education facilities and programs, including developing and expanding extra-curricular recreation and educational programs, <u>for primary, secondary and adult education</u> , and providing state-of-the-art information services.	
Objective	PFS 10	(Page PFS-30)
PFS 10.1	Continue to c oordinate and make recommendations to the school districts and property owners /and developers on the location, size and design of school facilities relative to their location in the community. Suggest to the school districts that they consider joint use and alternative structural design such as multi-story buildings where appropriate.	
Objective	PFS 11	(Page PFS-35)
PFS 11.1	Continue coordinating <u>Coordinate</u> with the Chula Vista Public Library during review of land use issues requiring discretionary approval to provide adequate library facilities that meet the needs generated by development.	
Objective	PFS 12	(Page PFS-36)
PFS 12.1	Continue to c oordinate and make recommendations to the Chula Vista Public Library and property owners/developers on the location, size and design of library facilities relative to their location in the community.	

(New) Objective PFS 23:

Sensible and efficient electrical and natural gas facility integration into the natural and developed environment.

(new)PFS 23.1: Use existing transmission corridors as effective wildlife corridors.

(new)PFS 23.2: Provide sufficient open space buffering between utility facilities and residential development.

(new)PFS 23.3: Ensure adequate area is reserved early in the development process for critical electrical service facilities.

(new)PFS 23.4: Assure that utility facilities safely integrate into the developed landscape.

(new)PFS 23.5: Appropriate secondary land uses (such as nurseries, RV storage, and useable open space and parks, among others) should be encouraged to locate within overhead transmission facility rights-of-way when appropriate. Trails can also be included as a secondary land use pursuant to agreement with SDGE.

(NOTE: Existing objectives PFS 23 and 24, and their associated policies, will be re-numbered as PFS 24 and 25 accordingly)

CHAPTER 9 – ENVIRONMENTAL ELEMENT

3.1.2 Protecting Water Quality

Policies

(Page E-18)

- EE 2.7 Collaborate with other applicable jurisdictions in the development and funding of regional watershed management plans that will provide a balance between watershed protection, regional economic growth, and development of public infrastructure and services consistent with the goals and objectives of the General Plan.

3.1.6 Promoting Clean Air

Policies

(Page E-28)

- EE 6.4: ~~Reduce or eliminate the environmental effects of~~ Avoid siting new or re-powered energy generation facilities ~~of all sizes, and other major toxic air emitters within 1,000 feet of a sensitive receiver, or the placement of a sensitive receiver within 1,000 feet of a major toxic emitter, unless a health risk assessment has been performed demonstrating that attendant health risks are within acceptable state and federal standards, as well as other relevant health hazard indices, to nearby residents and other affected sensitive receptors.~~

- EE 6.10 Establish procedures to evaluate the location of sensitive receptors near highways for new development and redevelopment projects.
The siting of new sensitive receivers within 500 feet of highways resulting from development or redevelopment projects shall require the preparation of a health risk assessment as part of the CEQA review of the project. Attendant health risks identified in the HRA shall be feasibly mitigated to the maximum extent practicable in accordance with CEQA, in order to help ensure that applicable federal and state standards are not exceeded.

- EE 6.12 Promote clean fuel sources that help reduce the exposure of sensitive uses to pollutants.

- EE 6.13: Encourage programs and infrastructure to increase the availability and usage of energy-efficient vehicles such as hybrid electric vehicles, electric vehicles, or those that run on alternative fuels.

- EE 6.14 The City will implement a clean vehicle/alternative fuel program for City vehicles (except safety vehicles and equipment when not feasible) and promote the development of infrastructure to support their use.

- EE 6.15 Site industries in a way that minimizes the potential impacts of poor air quality on homes, schools, hospitals, and other land uses where people congregate.

3.1.7 Creating A Sustainable Energy Future

Policies

(Page E-30)

- EE 7.5: Pursue ~~Encourage~~ 40% city-wide electricity supply from clean renewable resources by 2017.

EE 7.6: Encourage the construction and operation of green buildings, considering such programs as the Leadership in Energy and Environmental Design (LEED™) Green Building Rating System.

EE 7.7: Support tree planting programs that will be implemented to reduce energy needs.

Objective – EE 21

3.5.1 Protecting People from Excessive Noise

Protect people from excessive noise through careful land use planning and the incorporation of appropriate mitigation techniques.

Policies

(Page E-66)

EE 21.4 Continue to implement and enforce the City's noise control ordinance ~~where applicable.~~

Objective – EE 22

Protect the community from the effects of transportation noise.

Policies

(Page E-68)

EE 22.5: ~~Where necessary, require~~ projects to construct appropriate mitigation measures in order to attenuate existing and projected traffic noise levels in accordance with applicable standards, including the exterior land use-noise compatibility guidelines contained in Table 9-1 of this Environmental Element.

3.6 – Environmental Justice

(New Section)

(Page E-68)

Environmental justice is introduced, defined and discussed in Section 1.6 of this Environmental Element. (Please refer to that section and other related sections of this document for additional background.)

Objective and Policies

The following objective and policies augment other parts of this General Plan that help to further at the local level some of the concepts and principles that have emerged regarding this topic at the national, state and regional levels.

(new) Objective EE 23

Provide fair treatment for people of all races, cultures and income levels with respect to development, adoption, implementation and enforcement of environmental laws, regulations and policies.

Policies

(new) EE 23.1 Provide public outreach efforts and public involvement opportunities for residents affected by proposed City projects.

(new) EE 23.2: Plan for the equitable distribution of public facilities and services.

- (new) [EE 23.3](#) [Avoid siting industrial facilities and uses that pose a significant hazard to human health and safety in proximity to schools or residential dwellings.](#)
- (new) [EE 23.4:](#) [Build new schools and residential dwellings with sufficient separation and buffering from industrial facilities and uses that pose a significant hazard to human health and safety.](#)
- (new) [EE 23.5](#) [Promote more livable communities by expanding opportunities for transit-oriented development.](#)

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CHAPTER 10 – GROWTH MANAGEMENT ELEMENT

GM 1 Concurrent Public Facilities and Services

(Page GM-9, 10)

Policies:

- GM 1.1 Maintain a set of quantitative level-of-service measures (growth management “threshold standards”) essentially policy based quantitative level of service measures, as a tool to assess the relative impact of new facility and service demands expected or created by growth, and apply those standards, as appropriate, to approval of discretionary projects.
- GM 1.2 Appoint and provide staff support to the Growth Management Oversight Commission, which is authorized to administer the Growth Management Program and to prepare an Annual Growth Management Report.
- GM 1.3 Prepare detailed development forecasts and monitor development activity as it occurs in support of growth management program activities.
- GM 1.4 Provide growth forecasts and related information to City departments and other local government entities and request annual responses regarding their ability to provide services and facilities consistent with the Threshold Standards.
- GM 1.5 As part of the Growth Management Program, conduct an ongoing Development Monitoring Program focused on new development activity and related infrastructure and public facility construction to determine compliance with Threshold Standards and other City policies and programs.
- GM 1.6 Periodically review and revise the Threshold Standards to assure that they reflect current service delivery and measurement techniques and to assure their effectiveness at achieving quality of life goals.
- GM 1.7 Create and periodically update a set of Facility Master Plans for major municipal infrastructure and public facilities.
- GM 1.8 Adopt and periodically update Development Impact Fee Programs that assure that new development contributes a proportional share of funding for necessary municipal infrastructure and public facilities.
- GM 1.9 Require that all Major Development projects prepare a Public Facilities Financing Plan (PFFP) that articulates infrastructure and public facilities requirements and costs and funding mechanisms.
- GM 1.10 Provide incentives that make agreements attractive for Major Development Projects. Agreements should be offered when items or concessions are sought that cannot be exacted through zoning and subdivision map requirements.
- GM 1.11 Establish the authority to withhold discretionary approvals and subsequent building permits from projects demonstrated to be out of compliance with applicable Threshold Standards.
- GM 1.12 Establish the authority for the City Council to impose limits on the total amount of development when such development, in aggregate, has or is forecasted to exceed Threshold Standards or otherwise negatively affect quality of life and public health, safety, or welfare of the City.

- GM 1.13 Establish the authority for the City Council to impose limits upon the rate of development as needed to assure that development occurs at an optimal rate that does not negatively affect quality of life and public health, safety or welfare of the City.
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CHAPTER 11 - GENERAL PLAN IMPLEMENTATION

1.0 INTRODUCTION

(Page GPI- 1-21)

1.1 Purpose and Scope

If the City's vision is to become reality, the goals, objectives, and policies ~~and proposals stated in of this gGeneral pPlan are to be must be effectively~~ served effectively, by implementing measures ~~must that are be~~ carefully chosen and carried out. ~~The general plan can only be successful if the vision is realistic and can be implemented.~~ Such implementation measures should be reviewed periodically, and amended as necessary, according to State guidelines.

Implementation takes many forms, from adopting zoning regulations to establishing environmental guidelines or a facility or service master plan. Considering this, the chapter is divided into the following parts:

- **Section 2.0 - General Plan Implementation Tools**

This section presents and explains the various regulatory, legal and funding mechanisms necessary to guide development within the City in order to successfully carry out the broad vision and intents presented in the General Plan. These include the Chula Vista Municipal Code, subdivision ordinances, zoning regulations, and subsequent plans such as Specific Plans, as well as facility master plans, capital improvement programs, and related funding tools such as bonds, assessment districts, fee programs and development exactions.

- **Section 3.0 - General Plan Maintenance**

As the long-range vision and policy master plan for future growth and development of the City, other plans, programs and regulations must be consistent with the General Plan. As a long range guide, the General Plan is also intended to be a "living" document subject to some interpretation, and the need for amendment in response to changing circumstances. This section discusses General Plan consistency, General Plan amendments and use of the Program EIR, along with related objectives and policies.

- **Section 4.0 - Implementing Plans and Programs by General Plan Element**

Some implementation measures -- or major actions, plans and programs -- are identified that directly correspond to the various General Plan Elements. These are the critical link between the General Plan's provisions and tangible actions.

- **Section 5.0 - Periodic Review and Reporting**

This section outlines how the City will periodically assess the progress made in implementing the General Plan, and as necessary, make according adjustments to implementation efforts and/or amend the Plan.

- **Section 6.0 - City Boundary Reorganizations**

Because the General Plan Area includes land beyond the City's current (2004) corporate boundaries, changes in boundaries may be necessary in order to implement the General Plan. In this section, the following topics are discussed: City and Sphere of Influence Boundaries; Potential City Boundary Reorganizations; Annexation Procedures; and Objectives and Policies are all addressed.

1.2 Implementing the Vision and Themes

By establishing the land use, circulation, public facilities, economic development, growth management, and environmental policies stated in this gGeneral pPlan, the City of Chula Vista has expressed its commitment desire to maintain existing the many high-quality aspects of standards in the community, to keep improving, improve others and to successfully meet the opportunities and challenges that lie ahead. Achieving the City's vision requires that the eCity be vigilant in enacting programs that implement the policies stated contained in earlier elements. This chapter, General Plan Implementation, provides the framework within which the eCity can review and monitor the effectiveness of the gGeneral pPlan as it works toward achieving the vision of a vibrant community with opportunities for comfortable and safe living, recreation, and economic development that enrich the lives of its citizens.

A full discussion of our seven Vision themes is found in Chapter 4 of this General Plan. This Implementation Chapter focuses on aspects of Theme 7, Effective Growth Management and Plan Implementation.

2.0 GENERAL PLAN IMPLEMENTATION TOOLS

This section presents the tools to guide development in the eCity by implementing the policies contained in the General Plan.

2.1 Chula Vista Municipal Code

The Chula Vista Municipal Code (CVMC) consists of all the regulatory ordinances and certain administrative ordinances of the City, codified pursuant to the provisions of Sections 50022.1 through 50022.8 and 50022.10 of the Government Code. The CVMC includes the City's *Subdivision Ordinance* and *Zoning Ordinance*.

2.1.1 Subdivision Ordinance

In California, proposed subdivisions that would result in the sale, lease or financing of land must first obtain local government approval.s must approve land that is subdivided for sale, lease or financing. The Subdivision Map Act establishes statewide uniformity in local subdivision procedures while giving cities and counties the authority to regulate the design and improvement of subdivisions, require dedications of public improvements or related impact fees, and require compliance with the objectives and policies of the gGeneral pPlan. Through the Chula Vista Subdivision Ordinance, the eCity has the authority to approve and design street alignments, street grades and widths, drainage and sewer facilities, lot sizes and lot configuration, traffic access, and other items. The ability to require these standards and improvements enables the eCity to promote the goals and objectives of the gGeneral pPlan, particularly those in the Land Use and Transportation Element, the Public Facilities and Services Element, and the Environmental Element. No subdivision map can be approved unless the eCity finds that the subdivision, together with design and improvement provisions, is consistent with all aspects of the General Plan.

2.1.2 Zoning Ordinance

Zoning classifies the immediate, permissible uses of land and is one of the primary means of implementing the **General Plan**. The Chula Vista Zoning Ordinance divides the **City** into districts or zones, specifying what uses are permitted, conditionally permitted, or prohibited within each zone. The Zoning Ordinance also establishes procedures for considering projects, standards for minimum lot size, building height and setback limits, fence heights, parking, open space and other development requirements. To successfully implement the **General Plan**, the zoning must be consistent with land use designations, goals and objectives established in the **General Plan**, in particular, in the Land Use and Transportation Element. Zoning can also be used to further the goals and objectives of the **General Plan** by requiring design review, allowing floating zones and mixed-use zones, and establishing overlay zones requiring additional reviews for specified reasons.

2.2 Local Coastal Program

Local Coastal Programs (LCP) are planning tools used to carry out the shared partnership between the California Coastal Commission's (CCC) mandate to protect coastal resources and local governments' regulation of land use. The LCP includes a land use plan with land use classifications, types and densities of allowable development, plus goals, objectives, and policies concerning development and use of coastal resources. After the CCC approves an LCP, their permitting authority is delegated to the local government.

Chula Vista's LCP consists of the General Plan Land Use Diagram and the associated goals, objectives and policies that relate to coastal areas within the **City**.

2.3 Land Use Plans and Permits

Several plans and permits are used to further define and develop land uses throughout the **City**. These plans and permits are described below.

2.3.1 Redevelopment Plans

The State Legislature under the California's Community Redevelopment Law allows the adoption of redevelopment plans by cities. Redevelopment plans are intended to reverse deteriorating economic and physical conditions; redevelop blighted, underutilized, and vacant properties; improve infrastructure and public facilities; and produce revenues through the development of job generating properties. Where the private sector alone is unable or unwilling to assemble land and invest resources, the city can help by providing planning and financing incentives. Redevelopment plans must be in conformance with the **General Plan**. As such, redevelopment is a powerful tool for Chula Vista to implement the goals and policies of **the** General Plan, particularly the Land Use and Transportation Element, Housing Element and the Public Facilities and Services Element. Any redevelopment plan must include plans for streets; buildings; open space; a statement of the effect of the plan on existing residents in the area; a description of proposed financing methods; and a plan for participation of affected property owners. (See Section 1.4.2, Redevelopment Plans, in Chapter 5, the Land Use and Transportation Element of this General Plan.)

2.3.2 General Development Plans

A General Development Plan (GDP) is a smaller scale version of a general plan that typically has addressed large, previously undeveloped areas of the City, such as those in eastern Chula Vista. GDPs are further discussed in Section 1.4.4 and Section 10.0, Eastern Area Plan, of the Land Use and Transportation Element. GDPs must be in conformance with the General Plan.

2.3.3 Specific Plans

Specific Plans are customized regulatory documents that provide more focused guidance and regulation for particular areas. They generally include a land use plan, circulation plan, infrastructure plan, zoning designations, development standards, design guidelines, phasing plan, financing plan, and implementation plan. (See Section 1.4.3 of the Land Use and Transportation Element.)

2.3.4 Sectional Planning Area Plans

A Sectional Planning Area (SPA) Plan is a comprehensive master plan that addresses a portion of a planned community area. The SPA illustrates the overall urban design, and includes building, site, and landscape guidelines. It is created for the purpose of having an integrated pattern of land uses and circulation, a strong internal identity, and identified common services. Chula Vista has numerous SPA plans.

2.3.5 Precise Plans

The Precise Plan is a cross between a Planned Unit Development (PUD) and a larger specific plan. It allows for flexibility, innovation, and public involvement. Chula Vista has "P" (Precise Plan) modifying districts to allow diversification in the spatial relationship of land uses, density, buildings, structures, landscaping and open spaces. The "P" designator requires design review of architecture and signs through the adoption of specific conditions of approval for development of property in the City. Within the boundaries of the "P" district, the location, height, size and setbacks of buildings or structures, open spaces, signs, and densities indicated on the Precise Plan take precedence over the otherwise applicable regulations of the underlying zone.

2.3.6 Miscellaneous Land Use Permits

The City processes a variety of permits, which facilitate development, including, but not limited to, conditional use permits, variances and building permits. Since all approvals must show consistency with zoning and general plan policies, these permits further the goals and objectives of the General Plan.

2.4 Facility Master Plans and Capital Improvement Plans

Facility Master Plans and Capital Improvement Plans guide the funding and construction of public improvements developed to serve the City. Such improvements include roads, sewers, water facilities, and parks. Since Facility Master Plans and Capital Improvement Plans must be consistent with the adopted General Plan, they further the goals and objectives of the General Plan.

2.5 Development Agreements, Memoranda of Understanding and Memoranda of Agreement

A **d**evelopment **a**greement is a contractual agreement between the **e**City and a developer that identifies rights that apply to a specific development project, in return for appropriate benefits to the **e**City. It provides that, for a specified time period, the rules, regulations and policies applicable to a particular development will not change. Memoranda of Understanding (MOU) and Memoranda of Agreement (MOA) are agreements between the **e**City and a developer or the **e**City and another jurisdiction. Typically, MOUs and MOAs state the benefits and opportunities to be gained from a certain plan or project and the anticipated actions or tasks to be carried out by the parties involved. By their nature, development agreements, MOUs and MOAs offer opportunities to ensure that general plan objectives and policies will be implemented as development occurs in an area.

2.6 Funding Mechanisms

2.6.1 Benefit Assessments

Benefit assessments, also known as special assessments, are historically popular techniques for financing construction and maintenance of such physical improvements as sidewalks, sewers, schools, streets, storm drains, lighting, and flood control that benefit distinct areas. Most assessment acts authorize the use of bonds, paid for by an assessment. A benefit assessment cannot be levied on a piece of property that does not receive a direct benefit from the improvements or service being financed.

2.6.2 Bonds

Cities, counties, school districts, and other districts may issue **g**eneral **e**ligation (**G**-**O**-**b**)onds for the acquisition or improvement of property such as buildings, streets, sewers, water systems, and other infrastructure. **G**-**O**-**b**onds must be approved by two-thirds of the voters casting ballots. They are secured by the local government's ability to levy property taxes but may also be repaid from other revenue sources.

2.6.3 Exactions and Impact Fees

Exactions are dedications of land, improvements, or impact fees imposed on new development to fund the construction of capital facilities. They cannot be used for operations or maintenance. Exactions may only be imposed where they will further a legitimate interest (that is, health, safety, and welfare issues, such as traffic flow, availability of recreational facilities, sewer and water service, etc.) and mitigate an adverse impact that would result from the project. Exactions and impact fees can only be levied once, at the time of project approval.

2.6.4 Privatization

Privatization is the use of private contractors or private ownership to provide local services, such as garbage collection, emergency medical service, and street or landscape maintenance. Although not strictly a financing method, privatization is a funding strategy that, together with other methods, can help stretch limited public funds and further the goals and objectives of the general plan.

2.7 Objectives and Policies

Objectives and policies regarding general plan implementation tools are arranged around specific topics or issues. The following pages describe an issue or topic and how the eCity has anticipated it through the General Plan. Supporting objectives and policies follow the discussion.

GPI 1 Developing Plans and Programs to Carry Out the General Plan

To make the long-range comprehensive nature of the gGeneral pPlan more meaningful, a link between the General Plan and day-to-day actions of local government is required. Achieving Chula Vista's vision for the future relies on land use proposals and development that successfully implement the ~~goals~~ goals, and objectives, and policies of the General Plan. Coordination with other jurisdictions and with regional plans and policies ensures that Chula Vista's implementing programs also address regional goals. Funding for needed infrastructure and improvements is also critical to successfully create the city envisioned by this General Plan.

Objective GPI 1:

Efficiently implement the vision established by the Chula Vista General Plan.

Policies:

- GPI 1.1: Upon adoption of the General Plan, embark on a General Plan Implementation Strategy to identify the timing and responsible parties for preparation of a Comprehensive Zoning Code Update, appropriate timing for creation of specific plans for key areas of the city such as transit oriented development (TOD) areas, and other implementation measures.
- GPI 1.2: Ensure that the implementing tools available to the City, including the zoning, subdivision review, redevelopment planning, capital facilities programs, and land use permits, reflect the vision, goals, objectives and policies established in this General Plan.
- GPI 1.3: Identify project and infrastructure funding at the earliest possible point in the land use review and development process.
- GPI 1.4: Collaborate with other jurisdictions on regional plans and policies affecting land use decisions to ensure that Chula Vista's General Plan and implementing plans and projects remain responsive to regional issues.

3.0 GENERAL PLAN MAINTENANCE

(Page GPI-8)

3.1 Consistency with the General Plan

Projects and plans within the City of Chula Vista must be consistent with the adopted gGeneral pPlan. The eCity must determine that they further, and do not obstruct, the attainment of the gGeneral pPlan vision, goals and objectives. Consistency determinations must be made for zoning, subdivisions, land uses, densities, and circulation element roads. Determinations must also be made that the proposed project or plan is consistent with the various objectives and policies contained in the gGeneral pPlan. By requiring consistency, the eCity ensures that future development implements the vision and themes established by the community through the general plan process.

3.2 General Plan Amendments

Generally, local governments limit amendments of the mandatory elements of their general plans to no more than four per calendar year. The most common type of general plan amendment is one associated with a privately initiated development project. Other amendments may originate from requests to accommodate affordable housing, to comply with a court decision, and to implement the local coastal program. Since each amendment may include more than one change to the land use plan and/or the general plan elements, the eCity may group together several requests. The proposed amendments are reviewed individually and analyzed for cumulative effects. Any one proposal in the grouped package may be altered or deleted up until the time of adoption. If the eCity finds that frequent, project-specific requests are resulting in piecemeal amendments, internal inconsistencies may result. At such time, the eCity may consider a comprehensive update to address certain issues.

3.3 Reliance on the General Plan Program EIR

The City of Chula Vista General Plan is subject to the California Environmental Quality Act (CEQA). As such, a Program Environmental Impact Report (PEIR) was prepared and certified in conjunction with gGeneral pPlan adoption. The PEIR identifies environmental impacts that could result from implementing the development goals established in the gGeneral pPlan. For significant impacts, the PEIR requires appropriate mitigation measures to reduce or avoid the impacts where available and feasible.

State law permits subsequent projects to rely on the environmental analyses contained in the General Plan PEIR as a base for project-level environmental review. Environmental review of project specific impacts must still be preformed for subsequent projects and plans. Required mitigation measures must also be identified pursuant to such project level review.

3.4 Objectives and Policies

Objectives and policies regarding general plan maintenance are arranged around specific topics or issues. The following pages describe an issue or topic and how the eCity has anticipated it through the General Plan. Supporting objectives and policies follow the discussion.

GPI 2 Achieving Consistency with the Chula Vista General Plan

A general plan is broad in nature and must address a wide range of aspects relative to a city's future development. In California, the general plan has been institutionalized through the enactment of statutes requiring consistency of certain local actions with the general plan. Additional statutes, while not mandating consistency, require findings or a report on whether proposed actions conform to the general plan. The state's general rule for consistency determination is stated as:

"An action, program or project is consistent with the general plan if it, considering all aspects, will further the objectives of the general plan and not obstruct their attainment."

Objective GPI 2:

Provide consistency between the Chula Vista General Plan and subsequent documents, plans, projects and development.

Policies

- GPI 2.1: Pursue zoning in the eCity that is consistent with the land use designations of the adopted Chula Vista General Plan.
- GPI 2.2: Require findings of consistency with the gGeneral pPlan for all subdivisions, planning approvals and building permits.

GPI 3 Amending the General Plan

To remain effective, a general plan must maintain flexibility and be able to respond to changing economic, social and other factors impacting land use decisions. The Chula Vista General Plan reflects substantial participation by residents, eCity departments and public agencies. In addition, significant regional and local planning studies that have had a major impact on the gGeneral pPlan have been completed or are under way. Key ongoing regional planning studies, including those related to public transit, conservation and open space, waste management, and housing, will continue to impact land use planning in Chula Vista. As such, a process for amending the gGeneral pPlan is important.

Objective GPI 3:

Maintain a current and effective General Plan.

Policies:

- GPI 3.1: When appropriate, group general plan amendment proposals in any calendar year, to accommodate efficiency of review, analysis and evaluation of cumulative land use, fiscal, environmental and other impacts.
- GPI 3.3: Establish general plan amendment application guidelines and requirements to ensure that general plan amendments further the vision and themes established by the community in this gGeneral pPlan.
- GPI 3.4: Place approval authority for general plan amendments with the City Council, after review by the City Planning and Building Department staff and Planning Commission recommendations.
- GPI 3.5: When appropriate, require fiscal analyses for General Plan Amendments involving changes in land use designations to identify net fiscal impact to the eCity.

GPI 4 Using the General Plan Program EIR

The Chula Vista General Plan provides the broad framework for achieving the eCity envisioned by the community. The General Plan relies on subsequent programs, actions and projects to develop and realize the goals and objectives contained in the various elements. Such programs, actions and projects may be subject to environmental review under CEQA. The State CEQA Guidelines permit the Program Environmental Impact Report (PEIR) prepared for the General Plan to be used as the foundation for analyzing the environmental effects of ensuing projects. Specific guidelines for the proper use of the PEIR for subsequent projects are found in the California Public Resources Code and the State CEQA Guidelines.

Objective GPI 4:

Use and rely upon the General Plan PEIR for subsequent program and project proposals where appropriate.

Policies:

GPI 4.1: Permit subsequent program and project proposals to incorporate the studies and findings found in the Chula Vista General Plan PEIR as part of the base, background analysis for review of the project under CEQA.

GPI 4.2: Require project-specific review and analysis, as well as project-specific mitigation measures, for subsequent projects that rely in part upon the Chula Vista General Plan PEIR.

4.0 IMPLEMENTING PLANS AND PROGRAMS BY GENERAL PLAN ELEMENT (Page GPI-13)

This section of the ~~gGeneral pPlan~~ identifies ~~some of the key implementation measures – actions, plans and programs – associated with carrying out the direction of each of the that directly correspond to the various gGeneral pPlan eElements.~~ ~~The programs~~ These measures will allow ~~tare designed to he city to achieve~~ and accomplish the goals, objectives and policies that will bring about the vision established for Chula Vista's future. In effect, the ~~programs~~ implementation measures serve as the critical link between the General Plan and tangible actions. A more detailed implementation and monitoring program, including ~~implementation – measures, schedules, funding sources, companion agencies, and related gGeneral pPlan policies,~~ will be prepared and maintained separately from the Chula Vista General Plan text.

4.1 Land Use and Transportation Element

The primary actions, plans and programs that will implement the goal, objectives and policies contained in the Land Use and Transportation Element include the following:

- Zoning Code (updated as needed to reflect current General Plan)
- Urban Core Specific Plan
- Other specific plans and related focused plans and programs
- Bayfront Master Plan
- Comprehensive survey and inventory of historic properties
- New or revised regulations and incentives to facilitate mixed use and other “smart growth” principles
- Plans and programs to implement transit enhancements, including new regional express and corridor routes, and local shuttle routes
- Introduction of urban mobility concepts and new roadway classifications and approaches in the Urban Core
- An Urban Core Improvement Program
- Preparing a Framework Strategy for the University Study Area
- Expanded regional coordination programs, including participation in sub-regional plans and implementing focused plans in smart growth concept areas

4.2 Economic Development Element

The major actions, plans and programs that will implement the goal, objectives and policies contained in the Economic Development Element include the following:

- Zoning to accommodate a regional technology park and a multi- institutional university center
- Zoning to accommodate employment lands and increased densities near transit facilities
- Zoning provisions for mixed use projects, home based businesses and ancillary commercial development in business parks
- A Marketing Program, to include an image enhancement component, promotion of international trade opportunities and Chula Vista's tourism and recreational opportunities
- Maintenance and implementation of the Chula Vista Economic Development Strategy

4.3 Housing Element

The major actions, plans and programs that will implement the goal, objectives and policies contained in the Housing Element include the following:

- Comprehensive Housing Plan, including components for the following:
 - Affordable Housing Program
 - Neighborhood Revitalization Program
 - Housing Rehabilitation Program
 - Condominium and Mobile Home Conversions
 - Transitional Housing Programs
- Annual Fair Housing Assessments
- Zoning provisions for mixed use residential projects and flexible development standards

4.4 Public Facilities and Services Element

The major actions, plans and programs that will implement the goal, objectives and policies contained in the Public Facilities and Services Element include the following:

- Facility Master Plans (updates and revisions as necessary)
- Public Facilities Financing Plans (project-specific and city or area-wide)
- Capital Improvements Programs
- Development Impact Fees
- Urban Water Management Plans
- City Emergency Response Plan
- Hazard Mitigation Plan
- Zoning provisions for post-disaster development
- Zoning to accommodate an institution of higher education
- Park Dedication Ordinance
- Development guidelines and standards for new development within and adjacent to the Otay Valley Regional Park
- Feasibility study for the location and design of a landmark park in Chula Vista
- Zoning provisions to accommodate childcare facilities and other health and human services near homes, schools, work places, activity centers and major transit facilities and routes
- Cultural Arts Master Plan and a feasibility study for the location and development of a cultural arts center in the City of Chula Vista
- Chula Vista Energy Strategy
- Zoning provisions to address proper design and placement of public facilities and services including telecommunication facilities and solid waste disposal facilities

4.5 Environmental Element

The major actions, plans and programs that will implement the goals, objectives and policies contained in the Environmental Element include the following:

- City of Chula Vista Multiple Species Conservation Program Subarea Plan
- Jurisdictional Urban Runoff Management Plan
- San Diego Bay Watershed Urban Runoff Management Program
- Chula Vista Standard Urban Storm Water Mitigation Plan
- Chula Vista Carbon Dioxide (CO₂) Reduction Plan
- Chula Vista Energy Strategy Action Plan
- Otay Ranch Resource Management Plan
- Greenbelt Master Plan
- Trails Master Plan
- Otay Valley Regional Park Concept Plan
- Parks and Recreation Master Plan
- Project-Specific Environmental Analyses pursuant to CEQA
- Project-Specific Plans, including:
 - Water Conservation Plan
 - Water Quality Study
 - Air Quality Improvement Plan
 - Solid Waste Management Plan
- Zoning provisions to permit mixed use developments, encourage efficient use of water and energy, reduce risk associated with natural hazards
- Various development codes and ordinances, including but not limited to:
 - Urban-Wildland Interface Code
 - Noise Control Ordinance
 - California Building Code
 - Zoning Code Hazardous Waste Facilities Regulations (Municipal Code Section 19.58.178)
 - Development and Redevelopment Projects Storm Water Management Standards Requirements Manual
 - Surface Mining Operations Ordinance
- Various city programs and policies, including but not limited to:
 - Pollution Prevention Policy
 - Household Hazardous Waste Program
- Zoning provisions to address the proper siting and design of hazardous waste facilities
- An evaluation of Historic Preservation in Chula Vista, including a comprehensive survey and inventory of historic properties

4.6 Growth Management Element

The major actions, plans and programs that will implement the goal, objectives and policies contained in the Growth Management Element include the following:

- Growth Management Program
- Public Facilities Financing Plans (project specific and city or area-wide)
- Development Agreements for major development projects
- Fiscal Impact Analyses for major development projects
- Annual City-wide Economic Assessment

GPI 5 Using the General Plan Implementation Measures Tables

At the end of this section, there is an implementation table for each General Plan element. The tables, designed to be a reader's guide for those putting together work programs, cover all the policies of a particular element and the implementation measure(s) – action, plan or program -- that needs to be accomplished. They are set up with various implementation measures in the left-hand column, and corresponding policy numbers in the right-hand column. Each implementation measure may apply to several policies; therefore, several policy numbers may be listed beside it. Additionally, particular policy numbers may appear beside more than one implementation measure if multiple measures apply to a policy. The State's Office of Planning and Research General Plan Guidelines state that "Each policy must have a least one corresponding implementation measure."

OBJECTIVE – GPI 5

(Page GPI-18)

Establish an implementation program to achieve the General Plan policies.

- GPI 5.1 Within 120 days of General Plan adoption, the City will adopt a detailed implementation and monitoring program, identifying activities that must be undertaken to implement the General Plan, and consistent with items identified in Tables 11-1 through 11-5, including proposed schedules.
- GPI 5.2 The City will adopt necessary interim measures to manage projects prior to adoption of the Implementation Program, and prior to updating the Zoning Ordinance or other regulations necessary to implement the General Plan.

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<p align="center">Table 11-1 Implementation Measures Land Use and Transportation Element</p>	
<u>IMPLEMENTATION MEASURE</u>	<u>POLICIES</u>
<u>Administer the Chula Vista Parks and Recreation Master Plan</u>	<u>LUT 34.1- 34.2, LUT 39.1, LUT 39.3, PFS 14.1 - 14.10</u>
<u>Administer the Economic Development Element</u> (Also see ED Element Table 11-2)	<u>LUT 35.2, LUT 61.2, LUT 64.1, LUT 74.1 - 74.3</u>
<u>Administer existing GDP's and SPA's</u>	<u>LUT 61.1, LUT 69.2, LUT 80.2</u>
<u>Administer the Growth Management Program</u> (Also see GM Element Table 11-6)	<u>LUT 1.7, LUT 35.3, LUT 68.1 – 68.2, LUT 76.1</u>
<u>Administer the Otay Ranch Resource Management Plan</u>	<u>LUT 67.1 – LUT 67.2</u>
<u>Administer the Otay Valley Regional Park Concept Plan</u>	<u>LUT 39.2, LUT 40.2 – LUT 40.4, LUT 82.1 – LUT 82.3</u>
<u>Complete a Bayfront Master Plan</u>	<u>LUT 9.5, LUT 13.3</u>
<u>Create Cultural Arts Master Plan</u> (Also see PF&S Element Table 11-4)	<u>LUT 1.17, LUT 8.6, LUT 51.1 – 51.5</u>
<u>Comply with the Design Review Manual</u>	<u>LUT 10.7, LUT 11.1 – 11.5, LUT 13.4</u>
<u>Conduct comprehensive survey and inventory of historic properties</u> (Also see Environmental Element Table 11-5)	<u>LUT 4.1 – 4.2, LUT 12.1 – 12.13, LUT 35.4, LUT 44.11</u>
<u>Conduct Open Space Inventory</u>	<u>LUT 13.1, LUT 39.1 - 39.3, LUT 67.2, LUT 75.1 – 75.2, LUT 77.5</u>
<u>Establish Community Identification Policies</u>	<u>LUT 9.1 – 9.5, LUT 61.3</u>
<u>Establish expanded regional coordination programs, including participation in sub-regional plans and implementing focused plans in smart growth concept areas</u>	<u>LUT 8.7, LUT 28.1 – 28.2, LUT 29.1 – 29.3, LUT 52.1 – 52.8, LUT 60.1 – 60.4, LUT 66.1 – 66.2</u>
<u>Create Main Street Corridor Specific Plan(s)</u>	<u>LUT 45.1 – 45.15, LUT 70.1 – 70.5</u>
<u>Implement the MSCP</u> (Also see Environmental Element Table 11-5))	<u>LUT 80.1, LUT 82.2</u>
<u>Create new or revise existing regulations and incentives to facilitate mixed use and other smart growth principles</u> (Also see ED Element Table 11-2)	<u>LUT 2.1 – 2.6, LUT 3.1 – 3.2, LUT 5.4, LUT 15.1, LUT 36.1, LUT 41.1 – 41.16, LUT 42.1 – 42.17, LUT 43.1 – 43.14, LUT 44.7 – 44.8, LUT 50.1 – 50.18, LUT 52.1 – 52.8, LUT 53.1 – 53.4, LUT 54.1 – 54.7, LUT 55.1 – 55.15, LUT 56.1 – 56.8, LUT 57.1 – 57.11, LUT 58.1 – 58.12, LUT 59.1 – 59.9, LUT 72.1 – 72.2, LUT 72.4</u>
<u>Establish plans and programs to implement transit enhancements, including new regional express and corridor routes, and local shuttle routes</u>	<u>LUT 14.1 – 14.11, LUT 15.2 – 15.4, LUT 16.1 – 16.4, LUT 17.1 – 17.4, LUT 18.2, LUT 18.5 - 18.7, LUT 19.1 – 19.5, LUT 20.1 – 20.2, LUT 21.1 – 21.5, LUT 22.1 – 22.2, LUT 23.1 – 23.14, LUT 38.1 – 38.5, LUT 44.4 – 44.5, LUT 44.9 – 44.10, LUT 44.12, LUT 46.1 – 46.3</u>
<u>Preparation a comprehensive Zoning Code Update, and other regulations or specific plans necessary to implement the General Plan in the noted areas.</u>	<u>LUT 1.8, LUT 5.5 – 5.6, LUT 6.7 – 6.8, LUT 7.1 – 7.4, LUT 28.2, LUT 29.1 – 29.3, LUT 31.1 – 31.3, LUT 32.1 – 32.4, LUT 33.1 – 33.2</u>
<u>Ensure that the implementing tools available to the City reflect the vision, goals, objectives and policies established in the General Plan.</u>	<u>LUT 1.1</u>

<p align="center">Table 11-1 Implementation Measures Land Use and Transportation Element</p>	
<u>Foster coordination and cooperation between city departments, outside agencies, service providers and adjacent jurisdictions.</u>	<u>LUT 24.1 – 24.3, LUT 25.1 – 25.2, LUT 44.2 – 44.3, LUT 62.1</u>
<u>Provide sufficient land for industrial and commercial (non-retail) uses; preserve and expand existing industrial uses.</u>	<u>LUT 1.6, ED 3.4</u>
<u>Plan and facilitate development that generates regional serving retail and service jobs, increased employment densities near transit stations and routes, and a diverse supply of housing types and costs.</u> (Also see ED Element Table 11-2)	<u>LUT 1.4, 1.5, LUT 34.3</u>
<u>Improve traffic flow and transportation linkages between the bayfront, southwestern and eastern areas of the City; link activity centers through strong public transportation and combined land uses; and develop activities and institutions that will attract residents citywide.</u>	<u>LUT 6.9 – 6.10, LUT 38.1 – 38.5, LUT 63.1, LUT 66.1 – 66.2</u>
<u>Promote the establishment of a multi-institutional university center; facilitate partnerships with school districts and industry; collaborate with industries and trades regarding curriculum needs; work with job training programs; and work to facilitate employment by improving transportation, childcare, job training opportunities and other employment readiness factors.</u> (Also see ED Element Table 11-2)	<u>LUT 44.6</u>
<u>Develop an overall transportation system plan and standards, as well as a convenient destination-oriented shuttle system within the City that links activity centers and other appropriate important destinations.</u>	<u>LUT 63.1, LUT 73.1 – 73.6</u>
<u>Foster the development of a system of inter-connecting bicycle routes throughout the City and region.</u>	<u>LUT 34.1 – 34.2, LUT 63.1, LUT 73.1 – 73.6</u>
<u>Prepare a Framework Strategy for the University Study Area</u>	<u>LUT 65.1 – 65.2, LUT 87.1 – 87.3, LUT 88.1 – 88.4, LUT 89.1 – 89.4, LUT 90.1 – 90.14, LUT 91.1 – 91.3</u>
<u>Prepare Sectional Planning Area Plans</u>	<u>LUT 64.1 – 64.6</u>
<u>Self-Implementing</u>	<u>LUT 13.2, LUT 35.5, LUT 37.1, LUT 39.1, LUT 67.1, LUT 69.1, LUT 71.1, LUT 82.3, LUT 83.1 – 83.2</u>
<u>Create Specific Plans and related focused plans and programs</u>	<u>LUT 10.1 – 10.7, LUT 11.1 – 11.5, LUT 43.1, LUT 44.1 – 44.12, LUT 45.1 – 45.15, LUT 52.1 – 52.8, LUT 77.1 – 77.4, LUT 78.1 – 78.6, LUT 79.1 – 79.5, LUT 81.1 – 81.9, LUT 84.1 – 84.3, LUT 85.1 – 85.6, LUT 86.1, LUT 92.1 – 92.6, LUT 93.1 – 93.3, LUT 94.1 – 94.9, LUT 95.1 – 95.6, LUT 96.1 – 96.2, LUT 97.1 – 97.4</u>
<u>Update the Housing Element</u>	<u>LUT 1.9, LUT 27.1 – 27.3, LUT 27.5, LUT 35.1, LUT 36.1, LUT 64.2, LUT 72.3, LUT 77.1</u>

<u>Table 11–1</u> <u>Implementation Measures</u> <u>Land Use and Transportation Element</u>	
<u>Prepare an Urban Core Improvements Program</u>	<u>LUT 26.1 – 26.3</u>
<u>Complete an Urban Core Specific Plan</u>	<u>LUT 1.11, LUT 1.13, LUT 1.16 – 1.18, LUT 4.3 – 4.7, LUT 5.1 – 5.3, LUT 5.5 – 5.13, LUT 6.1 – 6.6, LUT 7.3, LUT 8.1 – 8.6, LUT 8.8, LUT 9.1 – 9.5, LUT 10.1 – 10.6, LUT 11.1 – 11.5, LUT 13.1, LUT 13.3 – 13.4, LUT 15.3, LUT 15.5, LUT 16.1 – 16.3, LUT 17.1, LUT 17.1, LUT 18.3 – 18.4, LUT 18.8, LUT 19.4 – 19.5, LUT 20.1 – 20.2, LUT 22.1, 23.1- 23.14, LUT 26.1 – 26.3, LUT 27.2, LUT 27.4 - 27.5, LUT 30.1, LUT 30.1 – 30.3, LUT 31.4 – 31.6, LUT 33.1 – 33.4, LUT 33.1 – 33.2, LUT 46.1, LUT 46.3, LUT 47.1 – 47.2, LUT 48.1 – 48.6, LUT 49.1 – 49.26, 50.1 – 50.18, 51.1 – 51.5, 52.1 – 52.8, LUT 53.1 - 53.4</u>
<u>Prepare entryway/gateway master plans for each of the identified entryways/gateways</u>	<u>LUT 54.1 – 54.7, LUT 55.1 – 55.15, LUT 56.1 – 56.8</u>
<u>As applicable, establish interim provisions and guidelines regarding the processing of projects prior to the completion of rezonings, and/or other regulations, plans and guidelines to implement the General Plan.</u>	<u>LUT 57.1 – 57.11, LUT 58.1 – 58.12, LUT 59.1 – 59.9, LUT 60.1 – 60.4</u>

Table 11- 2
Implementation Measures
Economic Development Element

<u>IMPLEMENTATION MEASURE</u>	<u>POLICIES</u>
Establish zoning to accommodate a regional technology park and a multi-institutional university center (Also see LUT Element Table 11-1)	ED 1.4, ED 2.1, ED 4.1 – ED 4.4, ED 11.1 – ED 11.6
Establish zoning to accommodate employment lands and increased densities near transit facilities (Also see LUT Element Table 11-1)	ED 1.2, ED 1.3, ED 1.4, ED 2.2, ED 7.2
Establish zoning provisions for mixed use projects, home based businesses and ancillary commercial development in business parks (Also see LUT Element Table 11-1)	ED 1.3, ED 1.4, ED 2.4, ED 2.5, ED 3.6, ED 7.1 – ED 7.5, ED 9.1 – ED 9.7
Establish a Marketing Program, to include an image enhancement component, promotion of international trade opportunities and Chula Vista's tourism and recreational opportunities	ED 1.1, ED 3.1 – ED 3.3, ED 3.5, ED 4.1, ED 5.1 – ED 5.7, ED 6.1 – ED 6.6, ED 8.1 – ED 8.3
Maintain and implement the Chula Vista Economic Development Strategy (Also see LUT Element Table 11-1)	ED 1.5 – ED 1.6, ED 2.3, ED 2.6, 3.1, ED 3.2, ED 10.1 – ED 10.5, ED 12.1 – ED 12.4

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Table 11- 3
Implementation Measures
Housing Element

<u>IMPLEMENTATION MEASURE</u>	<u>OBJECTIVES</u>
A. <u>The Affordable housing Program (AHO) requires a minimum of ten percent of each housing development of 50 or more units to be affordable to low- and moderate-income households, with at least one half of those units (five percent of project total units) being designated for low-income households.</u>	<u>Objective 1: Achievement of a balanced residential community through integration of low- and moderate-income housing throughout the City, and the adequate dispersal of such housing to preclude establishment of specific low-income enclaves.</u>
A. <u>Facilitate the Use of Federal Funding as Available</u> B. <u>Facilitate the Use of State Funding as Available</u> C. <u>Assist Non-profit Community Development Corporations</u> D. <u>Encourage and Support Federally Assisted Housing Projects</u> E. <u>Support a Shared Housing Program</u> F. <u>Assist the County Housing Authority to Produce a Minimum of 80 Public Housing Units</u> G. <u>Encourage Use of the Density Bonus Program</u> H. <u>Investigate Need for Single-Room Occupancy Hotels</u>	<u>Objective 2: The provision of adequate rental housing opportunities and assistance to households with low and very low incomes, including those with special needs such as the elderly, handicapped, single-parent households, and large families.</u>
A. <u>Expand Home Ownership Opportunities through the Affordable Housing Program</u> B. <u>Distribute General Marketing and Home-Loan Information to the Public</u> C. <u>Institute First-Time Home Buyer Loan Programs</u> D. <u>Implement Community Reinvestment Home Loan Programs</u> E. <u>Explore Equity Share or Deferred Loan Programs</u> F. <u>Explore Participation in Sweat-Equity Projects</u> G. <u>Inform Seniors of the Reverse Annuity Mortgage Program</u> H. <u>Investigate Feasibility of Applying for Mortgage Credit Certificates</u> I. <u>Pursue Additional Tax-Exempt Single Family Mortgage Revenue Bonds</u> J. <u>Encourage Educational Programs for Homeowners</u>	<u>Objective 3: The broadening of available housing types and the increase of home ownership opportunities for low- and moderate-income households.</u>
A. <u>Continue to provide grants to low-income families to rehabilitate their mobile homes through the Mobile Home Rehabilitation Grant Program</u>	<u>Objective 4: Preservation of mobile home park living as a source of affordable housing.</u>

Table 11- 3
Implementation Measures
Housing Element

<p><u>(Trailer/Mobile Home CHIP Program).</u></p> <p><u>B. Explore upgrading trailer parks to allow conversion to exclusive mobile home park zones.</u></p> <p><u>C. Monitor and enforce the City's Rent Arbitration Ordinance to protect the rights of mobile home residents in preserving this affordable housing alternative. To provide financial assistance to low-income residents requesting arbitration through the Rent Arbitration Assistance Fund.</u></p> <p><u>D. Monitor and enforce the City's Mobile Home/Trailer Park Conversion Ordinance to protect the rights of mobile home residents.</u></p> <p><u>E. Assist mobile home park residents to purchase their parks and convert to resident ownership by operating the City's Mobile Home Assistance Program and assisting with the application for other funding sources, such as the State Mobile Home Assistance Program.</u></p> <p><u>F. Promote participation by referring eligible residents to the San Diego County Mobile Home Rent Assistance Program.</u></p> <p><u>G. Identify new programs in cooperation with the Western Mobile Home Park Owners Association to preserve the affordability of mobile home park residency.</u></p>	
<p><u>A. Preserve At-Risk Affordable Housing Units</u></p> <p><u>B. Implement a Proactive Neighborhood Improvement Program</u></p> <p><u>C. Implement the Multi-Family Housing Inspection Program</u></p> <p><u>D. Removal of Dilapidated Structures</u></p> <p><u>E. Implement Rehabilitation Programs</u></p> <p><u>F. Implement the Neighborhood Revitalization Program (NRP)</u></p> <p><u>G. Continue to Regulate Condominium and Stock Cooperative Conversions to Prevent Existing Residents</u></p> <p><u>H. Encourage Educational Programs for Homeowners</u></p>	<p><u>Objective 5: The systematic renewal, rehabilitation, conservation, and improvement of the residential neighborhoods of the Chula Vista Planning Area.</u></p>
<p><u>A. Participate in a Regional Approach to Address Homelessness</u></p> <p><u>B. Facilitate Transitional Housing Programs</u></p>	<p><u>Objective 6: To provide housing assistance to individuals and families who are homeless and enable them to move back into permanent housing.</u></p>

Table 11- 3
Implementation Measures
Housing Element

<p><u>C. Identify Non-profit Providers to Operate Emergency Shelter Programs</u></p> <p><u>D. Support Existing Services for the Homeless</u></p>	
<p><u>A. Review and Revise Affordable Housing Standards</u></p> <p><u>B. Implement an Ongoing Monitoring and Evaluation Program</u></p> <p><u>C. Establish an Affordable Housing Quality of Life Threshold Standard</u></p>	<p><u>Objective 7: Ensure the successful implementation of housing policies and programs through effective coordination, monitoring, and evaluation.</u></p>
<p><u>A. Continue Fair Housing Counseling Services and Referral Activities</u></p> <p><u>B. Conduct the Annual Fair Housing Assessment</u></p> <p><u>C. Require Developers of Housing Projects (20 units or more) to Submit Affirmative Fair Marketing Plans</u></p>	<p><u>Objective 8: The elimination of racial, age, religious, sexual, and economic bias and discrimination in the housing provision, and to ensure fair lending practices.</u></p>
<p><u>A. Expedite the Processing of Affordable Housing Projects</u></p> <p><u>B. Designate an Affordable Housing Ombudsman</u></p> <p><u>C. Establish specific procedures for evaluating requests for subsidies involving fees, land write downs, and other forms of City assistance.</u></p>	<p><u>Objective 9: Reduction and/or removal to the greatest extent possible of identified constraints to the development, maintenance, and improvement of housing within the planning area.</u></p>
<p><u>A. Encourage energy and water conservation features and recycling storage areas in new housing in conjunction with the City's existing policy for the "Conservation of Energy and Water" within the City of Chula Vista.</u></p> <p><u>B. Continue to encourage the weatherization programs for low-income households currently sponsored by the MAAC project.</u></p> <p><u>C. Continue to require the installation of dual-piping systems in new projects to accommodate the use of reclaimed water for landscaping and other applications as feasible.</u></p> <p><u>D. Continue to require the submission of a "water management plan" and "air quality improvement plan" for large development projects at the Sectional Planning Area (SPA) Plan stage or similar level of review.</u></p> <p><u>E. Title 24 Compliance Review – The Planning and Building Department will continue to perform residential Title 24 energy analysis as part of building plan to check procedures</u></p>	<p><u>Objective 10: To encourage the development of new housing, and the retrofitting of existing housing, with features to address environmental issues such as energy and water conservation and recycling.</u></p>

Table 11- 3
Implementation Measures
Housing Element

<p><u>A. The City will Encourage a Balance of Housing to Jobs</u></p> <p><u>B. Investivate the Need or Appropriateness of a Housing Linkage Fee</u></p> <p><u>C. Protect Coastal Zone Housing – Implement the Housing Demolition Rules and the Ten Percent Affordable Housing Requirement</u></p> <p><u>D. Provide Relocation Assistance as Required by Law</u></p>	<p><u>Objective 11: To fully address specific housing issues as they affect our community and to enforce applicable laws and ordinances.</u></p>
<p><u>A. Five-Year Capital Improvement Program (CIP) – The City will continue to implement the ongoing CIP program</u></p> <p><u>B. Implement the 20-year Neighborhood Revitalization Program</u></p> <p><u>C. Continue to Require Facilities Financing Plans for All Master Planned Communities and Other Facility Financing Methods</u></p> <p><u>D. Continue Maintenance of Public Improvements and Facilities</u></p>	<p><u>Objective 12: To provide and maintain adequate public improvements, facilities, and services to support residential growth in a manner consistent with the Growth Management Element and Program</u></p>

NOTE: The format of this table is different than the other five tables (the right column contains objectives, rather policies) because the Housing Element is on its own state dictated update timetable and uses objectives and implementation measures, rather than objectives and policies.

Table 11- 4
Implementation Measures
Public Facilities and Services Element

<u>IMPLEMENTATION MEASURE</u>	<u>POLICIES</u>
<u>Administer Facility Master Plans, and perform updates and revisions as necessary.</u>	<u>GM 1.7</u>
<u>Administer Capital Improvements Programs</u>	<u>PFS 4.1 – PFS 4.3</u>
<u>Collect Development Impact Fees</u>	
<u>Administer Urban Water Management Plans</u>	<u>PFS 1.1 – PFS 1.7, PFS 2.1 – 2.3, PFS 3.1 – PFS 3.4</u>
<u>Administer City Emergency Response Plan</u>	<u>PFS 5.1 – PFS 5.8, PFS 6.1 – PFS 6.3, PFS 7.1 – 7.5</u>
<u>Establish zoning provisions for post-disaster development</u>	<u>PFS 8.1 – PFS 8.4</u>
<u>Develop Park Dedication Ordinance</u>	<u>PFS 14.1 – PFS 14.10, PFS 15.1 – PFS 15.11</u>
<u>Follow development guidelines and standards for new development within and adjacent to the Otay Valley Regional Park</u>	<u>PFS 16.1 – PFS 16.3</u>
<u>Conduct a feasibility study for the location and design of a landmark park in Chula Vista</u>	<u>PFS 17.1 – PFS 17.3</u>
<u>Establish zoning provisions to accommodate childcare facilities and other health and human services near homes, schools, work places, activity centers and major transit facilities and routes</u>	<u>PFS 19.1 – PFS 19.10</u>
<u>Develop a Cultural Arts Master Plan and a feasibility study for the location and development of a cultural arts center in the City of Chula Vista</u> (Also see LUT Element Table 11-1)	<u>PFS 19.1 – PFS 19.10, PFS 20.1 – PFS 20.3</u>
<u>Establish Chula Vista Energy Strategy</u>	<u>PFS 22.1 – PFS 22.5, PFS 23.1- PFS 23.5</u>
<u>Establish zoning provisions to address proper design and placement of public facilities and services, including telecommunication facilities and solid waste disposal facilities</u>	<u>PFS 21.1 – PFS 21.3, PFS 24.1 – PFS 24.3, PFS 25.1 – PFS 25.4, EE 23.2 – EE 23.4</u>
<u>Develop a plan that will assure quality education and recreation for people of all ages</u>	<u>PFS 9.1 – 9.5, PFS 10.1 – 10.6, PFS 11.1 – PFS 11.5, PFS 12.1 – PFS 12.3, PFS 13.1 – PFS 13.3, PFS 18.1 – PFS 18.3, EE 23.4</u>

Table 11- 5
Implementation Measures
Environmental Element

<u>IMPLEMENTATION MEASURE</u>	<u>POLICIES</u>
<u>Administer the City's Multiple Species Conservation Program Subarea Plan (MSCP) (Also see LUT Element Table 11-1)</u>	<u>EE1.1, EE 4.1 – EE 4.2, EE 5.1, EE 5.3, EE 12.1, EE 16.1</u>
<u>Administer the Jurisdictional Urban Runoff Management Plan</u>	<u>EE 2.1 – EE 2.7</u>
<u>Administer the San Diego Bay Watershed Urban Runoff Management Program</u>	<u>EE 2.1 – EE 2.7</u>
<u>Administer the Standard Urban Storm Water Mitigation Plan</u>	<u>EE 2.1 – EE 2.7</u>
<u>Administer the Carbon Dioxide (CO2) Reduction Plan</u>	<u>EE 6.1 – EE 6.11</u>
<u>Administer the Energy Strategy Action Plan</u>	<u>EE 7.1 – EE 7.4</u>
<u>Administer the Chula Vista Greenbelt Master Plan</u>	<u>EE 4.2 – EE 4.3, EE 11.1 – EE 11.10, EE 12.1 – EE 12.2</u>
<u>Administer the Chula Vista Trails Master Plan</u>	<u>EE 11.1 – EE 11.10, EE 12.1 – EE 12.2</u>
<u>Administer Project-Specific Environmental Analyses pursuant to CEQA</u>	<u>EE 3.6, EE 10.1 – EE 10.2</u>
<u>Administer Project-Specific Plans, including: Water Conservation Plan; Water Quality Study; Air Quality Improvement Plan; Solid Waste Management Plan</u>	<u>EE 2.1 – EE 2.7, EE 3.1 – EE 3.6, EE 6.1 – EE 6.11, EE 8.1 – EE 8.6</u>
<u>Establish zoning provisions to permit mixed use developments, encourage efficient use of water and energy, reduce risk associated with natural hazards</u>	<u>EE 3.1 – EE 3.6, EE 6.1 – EE 6.11, EE 7.1 – EE 7.4, EE 13.1, EE 14.1 – EE 14.5, EE 15.1 – EE 15.2, EE 16.1, EE22.4</u>
<u>Administer various development codes and ordinances, including but not limited to: Urban-Wildland Interface Code; Noise Control Ordinance; California Building Code; Zoning Code Hazardous Waste Facilities Regulations (Municipal Code Section 19.58.178); Development and Redevelopment Projects Storm Water Management Standards Requirements Manual; Surface Mining Operations Ordinance</u>	<u>EE 5.1 – EE 5.3, EE 21.1 – EE 21.4, EE 22.1 – EE 22.5</u>
<u>Administer various City programs and policies, including but not limited to: Pollution Prevention Policy; Household Hazardous Waste Program</u>	<u>EE 2.1 – EE 2.7, EE 18.1, EE 19.1</u>
<u>Establish zoning provisions to address the proper siting and design of hazardous waste facilities</u>	<u>EE 17.1 – EE 17.2, EE 19.1 – EE 19.2, EE 20.1 – EE 20.3</u>
<u>Conduct an evaluation of Historic Preservation in Chula Vista, including a comprehensive survey and inventory of historic properties (Also see LUT Element Table 11-1)</u>	<u>EE 4.1, EE 9.1 – EE 9.3</u>

5.0 **ANNUALPERIODIC** REVIEW AND REPORTING (Page GPI-17)

5.1 Purpose of **AnnualPeriodic** Reporting

The goals, objectives and policies found in the Chula Vista General Plan are far reaching in their scope and purpose. As the **eCity** continues to develop and mature, changes in social and economic factors, as well as changes in local and regional transportation, public facilities and environmental factors will occur. To remain effective, the **eCity** will **annuallyperiodically** assess the progress made in implementing the General Plan, as required by Section 65400 of the California Government Code.

5.2 Format and Content of Reporting

The progress report will be prepared and **reviewed with the City Council, and** submitted to the **Governor's Office of Planning and Research (OPR) and the California Department of Housing and Community Development (HCD), State**. It may be formatted to focus on individual policies and implementation programs or on development activities and approved projects. It will **detail theaddress** progress made in meeting Chula Vista's share of regional housing needs. **The annual-reportand** will make recommendations for any revisions to the **gGeneral pPlan** elements, including the chapter on General Plan Implementation, that will ensure more effective implementation and achievement of the vision established for Chula Vista.

5.3 Objectives and Policies

Objectives and policies regarding **annualperiodic** review and monitoring of the general plan are arranged around specific topics or issues. The following page describes an issue or topic and how the city has anticipated it through the General Plan. Supporting objectives and policies follow the discussion.

GPI 56 Assessing General Plan Implementation

Implementation is critical to realizing the vision established by the citizens of Chula Vista through the general plan update process. Monitoring is necessary for the city to evaluate if the various programs and policies are successfully achieving the goals and objectives established by the plan.

Objective GPI 56:

Conduct **annualperiodic** reviews to assess progress made in general plan implementation.

Policies:

- GPI **56**.1: Prepare an **annualperiodic** report that assesses progress made in implementing the plans, programs and mitigation measures established by the Chula Vista General Plan and associated Program Environmental Impact Report (PEIR).
- GPI **56**.2: Use the General Plan Implementation Chapter, the General Plan PEIR and the General Plan Implementation Strategy as the basis for preparing the **annualprogress** report.
- GPI **56**.3: When appropriate, hold a joint Planning Commission and City Council public meeting where the community can comment on the status of implementing the General Plan and on the priority of implementation programs.

GPI 56.4: Submit the ~~annual~~ progress report to OPR and HCD to comply with requirements established by the State of California Public Resources Code.

GPI 56.5: If indicated by the ~~annual~~ periodic review, allow for general plan amendments that are needed to increase the effectiveness of implementation.

6.0 CITY BOUNDARY REORGANIZATIONS

(Page GPI-19)

6.1 City and Sphere of Influence Boundaries

This gGeneral pPlan addresses existing and future land uses within the jurisdictional boundaries of the City of Chula Vista, as well as within Chula Vista's "Sphere of Influence." A sphere of influence is an area outside of the city's boundaries that relates to the function and operation of the city. Annexations, technically known as reorganizations, are defined as the "inclusion, attachment or addition of territory to a city or district" (California Government Code). Areas proposed for annexation must first be within the eCity's sphere of influence and within the eCity's gGeneral pPlan area.

6.2 Potential City Boundary Reorganizations

The boundary between the City of Chula Vista and the City of National City, between Interstates 5 and 805, crosses the Sweetwater River Valley and State Route 54 in several locations. This border is, therefore, one that may lend itself to reorganization to use the river valley or State Route 54 as the boundary between the two jurisdictions. Another potential boundary adjustment may be appropriate in the area of Otay Ranch Village 13, currently in unincorporated territory of the County of San Diego, where future urban development and services may relate to the City of Chula Vista. Reorganizations may be logical along other eCity boundaries as well.

6.3 Annexation Procedures

The San Diego Local Agency Formation Commission (LAFCO) is responsible for reviewing and approving annexations and detachments, or changes to the Chula Vista sphere of influence and jurisdictional boundary. An application is made and submitted to LAFCO, along with reports on the effects of the proposed reorganization. Factors considered in the review may include, but not be limited to, the following:

- Population, density and proximity to other populated areas;
- Land area, land use and likelihood of significant growth in the area;
- Topography, natural boundaries and drainage basins;
- Need for organized community services and the ability to provide them;
- Cost of providing services and infrastructure and the probable effect of providing those services;
- Creation of islands or corridors of unincorporated territory; and
- Comments of any affected local agency.

6.4 Objectives and Policies

Objectives and policies regarding changes to eCity boundaries are arranged around specific topics or issues. The following page describes an issue or topic and how the eCity has anticipated it through the General Plan. Supporting objectives and policies follow the discussion.

GPI 67 Changes to City Boundaries

Changes to the jurisdictional boundary and the sphere of influence may be proposed as the General Plan is implemented. Review of reorganization proposals will consider impacts to surrounding land uses as well as the ability to provide adequate public facilities and services.

Objective GPI 67:

Promote logical revisions to the Chula Vista sphere of influence and jurisdictional boundaries.

Policies:

GPI 67.1: Permit, and in some instances promote, requests for reorganization of jurisdictional or sphere of influence boundaries that further the vision established by the Chula Vista General Plan.

GPI 67.2: Require analyses to consider and review impacts to services, infrastructure and fiscal health anticipated by proposed changes to sphere of influence or jurisdictional boundaries.

DRAFT

TABLE 5-3
GEOGRAPHIC PLANNING AREAS ADDRESSED IN AREA PLANS

SOUTHWEST PLANNING AREA		
Subarea	District	Focus Area
MONTGOMERY		
	South Third Avenue Corridor	Same as district
	South Broadway Corridor	Same as district
	Main Street Corridor	Same as district
	Palomar <u>Gateway</u>	Same as district
	West Fairfield	Same as district
NORTHWEST PLANNING AREA		
URBAN CORE		
	Interstate 5 Corridor	<ul style="list-style-type: none"> ▪ North Broadway ▪ E Street Visitor ▪ Harbor View ▪ H Street Gateway
	Downtown Third Avenue	Same as district
	H Street Corridor	<ul style="list-style-type: none"> ▪ Chula Vista Center ▪ H Street Office
	Mid-Broadway	Same as district
	Mid-Third Avenue	Same as district
EAST PLANNING AREA		
OTAY RANCH		
	Western	Same as district
	Central	Same as district
	Eastern University	<ul style="list-style-type: none"> ▪ University Campus ▪ University Village ▪ Eastern Urban Center ▪ Freeway Commercial ▪ Regional Technology Park
	Otay Valley	<u>Same as district</u>
MASTER PLANNED COMMUNITIES	Includes Rancho del Rey, EastLake, Sunbow, San Miguel Ranch, Rolling Hills Ranch, Bonita Long Canyon, and Otay Ranch Villages 1, 1 West, 5, 6 and 11.	
<u>EAST MAIN STREET</u>	<u>Between I-805 and Heritage Road, north and south of East Main Street.</u>	
UNINCORPORATED SWEETWATER	This Subarea is completely located within the County of San Diego and includes the Bonita and Sweetwater neighborhoods <u>on both sides of I-805.</u>	
UNINCORPORATED EAST OTAY RANCH	This Subarea is completely located within the County of San Diego and includes the San Ysidro Mountain District and the Proctor Valley District.	
OTHER MISC. AREAS	<u>Existing city neighborhoods and commercial areas in Bonita and adjacent to the east side of I-805, south of East H Street.</u>	

TABLE 5-4
GENERAL PLAN LAND USE DESIGNATIONS AND ZONING

General Plan Land Use Designation	General Plan Density (number of dwelling units per gross acre)	General Plan Floor Area Ratio (FAR)	Applicable Zoning District
<i>RESIDENTIAL</i>			
Low	0 - 3	NA	R-E, R-1-10, R-1-15, PC
Low Medium	3 - 6	NA	R-1-7, R-2, PC,
Medium	6 - 11	NA	R-1-7, R-2, R-3, R-3-L, MHP
Medium High	11 - 18	NA	R-2, R-3, R-3-L, MHP
High	18 - 27	NA	R-3, R-3-M
Urban Core *	28 - 60	NA	*TBD
<i>COMMERCIAL</i>			
Retail	NA	0.25 – 0.75	C-N, C-B, C-C, C-T
Visitor	NA	<u>0.25</u> – 1.5	C-V
Professional & Administrative [‡]	NA	<u>0.35</u> – 1.5	C-O
MIXED USE			
Mixed Use Commercial*	NA	±0.5 – <u>0.75</u>	*
Mixed Use Residential*	*	±0.0 - 1.0	<u>PC</u> , *
Mixed Use Transit Focus Area*	*	*	*
<i>INDUSTRIAL</i>			
Limited Industrial*	NA	0.25 – 0.5	I-L**
Research Technology Park	NA	0.25 – 0.75	*
General Industrial	NA	0.25 – 0.5	I**
PUBLIC, QUASI PUBLIC AND OPEN SPACE			
Public/Quasi-Public	NA	NA	All zones
Parks and Recreation	NA	NA	All zones
Open Space	NA	NA	A, <u>F-1</u> , R-1
Open Space Preserve	NA	NA	TBD
Open Space Active Recreation	NA	NA	TBD
Water	NA	NA	TBD
SPECIAL PLANNING AREAS			
<u>Eastern Urban Center</u>		<u>TBD</u>	<u>PC</u>
Resort	TBD	<u>TBD</u>	PC
<u>Town Center</u>	<u>18-30</u>	<u>TBD</u>	<u>PC</u>
Specialty Conference Center	NA		PC

* New zoning district(s) is needed, which will include appropriate FARs and density.

** Existing zoning district to be amended.

NA = Not applicable

TBD = To be determined

TABLE 5-5
CHULA VISTA PROJECTED POPULATION IN 2030

Planning Area	Year 2004*	Year 2030**
Bayfront***	0	2,500
Southwest	54,840 <u>53,560</u>	61,800
Northwest	58,860 <u>56,930</u>	74,900
East (incorporated area)	95,500 <u>98,710</u>	160,700
East (unincorporated area)****	13,100	27,000
TOTAL	222,300	326,900

*Source: Year 2004 population estimate derived from State DOF Jan. 1, 2004 estimate for the City of Chula Vista and 2000 Census for unincorporated area.

**Year 2030 population estimate derived using year 2000 Census and State DOF factors.

***Bayfront Year 2030 estimate based on adopted General Plan land uses; this number may change based on adoption of a Bayfront Master Plan.

****"East (unincorporated area)" includes the Sweetwater and East Otay Ranch Planning Subareas, with most of the growth occurring in the East Otay Ranch Planning Subarea

TABLE 5-6
GENERAL PLAN LAND USE DISTRIBUTION IN 2030 BY PLANNING AREA
(ACREAGES)

General Plan Land Use Designation	Total General Plan Area	Bay-front	North-west	South-west	East		
					<u>East Chula Vista Subareas</u>	Unincorp. Sweet-water Subarea	Unincorp. Otay Ranch Subarea
RESIDENTIAL							
Low	6,972		64		1,555	2,453 ¹	2,900
Low Medium	8,200		1,354	1,401	4,927	307	211
Medium	1,201		187	288	622	32	72
Medium High	734		143	113	381		97
High	417409	17	124116	253	23		
Urban Core	84		84				
COMMERCIAL							
Retail	941	121	115	206	467	32	
Visitor	75	44	11	2	18		
Professional & Admin.	160	21	61	7	59	12	
MIXED USE							
Mixed Use Residential	743		174	80	439		50
Mixed Use Commercial	109		37	72			
Mixed Use Transit Focus Area	122430		8394	39			
INDUSTRIAL							
Limited Industrial	1,790	86	115116	384	1,204		
Regional Technology Park	200				200		
General Industrial	218	218					
PUBLIC, QUASI PUBLIC AND OPEN SPACE							
Public/Quasi-Public	3,021	27	225	321	2,028	381	39
Parks and Recreation	931	60	73	106	573	88	31
Open Space	6,303	23	215	617	3,886	1099	463
Open Space Preserve	17,910	362	18	97	5,200	2,008	10,225
Open Space – Active Recreation	382		44		338		
Water	2,672	1,498				9	1,165
SPECIAL PLANNING AREA							
Eastern Urban Center	240283				240283		
Resort	275	45					230
Town Center	169126				169126		
OTHER²	4,553	98	866	829	2,291	408	61
TOTAL ACRES	58,422	2,620	3,994	4,815	24,620	6,829	15,544

¹ – The unincorporated portion of the Northwest Planning Area (87 acres of Residential Low) is included in the Unincorporated Sweetwater Subarea column only.

² – Streets, freeways, utility right-of-ways

Link to revised Figures

Figure 5-12 (Land Use Diagram)

[Figure 5-13W \(Circulation Plan – West\)](#)

[Figure 5-17A \(Urban Form\)](#)

[Figure 5-26 \(Urban Arterial Roadways in the Urban Core Subarea\)](#)

[Figure 5-31 \(Harbor View Focus Area\)](#)

[Figure 5-32 \(H Street Gateway Focus Area\)](#)

ATTACHMENT 2

SUMMARY LIST OF PROPOSED GENERAL PLAN UPDATE CHANGES BY TYPE September 13, 2005

The following tabular summary lists proposed text revisions to the December 31, 2004 Draft General Plan Update document by type of change, referenced to the section or objective number and the page number of the September 2005 Draft General Plan Update Proposed Edits document.

Minor Clean-Up Changes

Land Use & Transportation Element

- Section 1.5, pg. 3
- Section 1.5.4, pg. 3
- Section 4.8, pg. 10
- Section 4.8.7, pg. 11
- Section 4.9, pg. 13
- Section 5.1, pg. 14
- Section 5.3.1, pg. 17
- Section 5.4, pg. 17
- Section 7.4, pgs. 25, 26
- Obj. LUT 7, pgs. 27, 28
- Obj. LUT 13, pgs. 33
- Obj. LUT 15 - 17, pgs. 34 - 36
- Obj. LUT 18 – 21, pgs. 36 – 38
- Obj. LUT 24, pgs. 38, 39
- Section 9.3.2, pg. 47
- Sections 9.5.9 – 9.5.11, pgs. 62 - 64
- Obj. LUT 77, pg. 67
- Obj. LUT 78, pg. 68
- Obj. LUT 83, pg. 70

Public Facilities & Services Element

- Obj. PFS 10, 11, & 12, pg. 76

Environmental Element

- Obj. EE 21, pg. 79

General Plan Implementation

- Sec. 2.0, pgs. 84 – 88
- Sec. 6.0, pgs. 106, 107

Editorial/Clarity/Cross-Reference Changes

Chapter 3 – Chula Vista in Perspective

- Section 3.1, pg. 1

Land Use & Transportation Element

- Section 1.5, pg. 3
- Section 4.3, pg. 6
- Section 4.7.2, pg. 9
- Section 4.8.4, pgs. 10, 11
- Section 4.9, pg. 13
- Obj. LUT 9, pg. 30
- Obj. LUT 10, pgs. 30, 31
- Obj. LUT 11, pg. 31
- Obj. LUT 23, pg. 38
- Obj. LUT 27, pgs. 39, 40
- Obj. LUT 41, pg. 42
- Obj. LUT 42, pgs. 42, 43
- Obj. LUT 43, pg. 43
- Obj. LUT 44, pg. 44
- Obj. LUT 45, pgs. 44, 45
- Section 9.2, pgs. 45, 46
- Section 9.3.1, pg. 47
- Section 9.4, pgs. 50, 51
- Section 9.5.5, pgs. 55, 56
- Section 9.5.8, pg. 59
- Section 9.5.9, pgs. 62, 63
- Section 9.5.10, pgs. 63, 64
- Section 9.5.11, pg. 64
- Section 10.1, pg. 65
- Section 10.4.3, pg. 65
- Section 10.4.6, pg. 66
- Section 10.5.1, pgs. 66, 67
- Obj. LUT 77, pg. 67
- Obj. LUT 78, pg. 68
- Obj. LUT 79, pgs. 68, 69
- Obj. LUT 85, pgs. 70, 71
- Obj. LUT 94, pgs. 72, 73
- Obj. LUT 96, pg. 73

Economic Development Element

- Obj. ED 2, pg. 74
- Obj. ED 5, pg. 75

Summary List of General Plan Update Changes
September 13, 2005

Public Facilities & Services Element

- Obj. PFS 5, pg. 76
- Obj. PFS 9, pg. 76

Environmental Element

- Obj. EE 22, pg. 79

Growth Management Element

- Section GM 1, pg. 81

General Plan Implementation

- Section 1.1, pgs. 83, 84
- Obj. GPI 3, pg. 90
- Section 4.0, pg. 91
- Section 5.0, pg. 105
- Obj. GPI 6, pg. 105, 106
- Obj. GPI 7, pg. 107

Substantive Changes by Subject

Community Character/Urban Design and Form/Height

- Section 3.0, pgs. 3, 4
- Section 3.5, pg. 4, 5
- Section 4.7.3, pg. 10
- Section 4.8.7, pg. 12
- Section 7.2, pgs. 22, 23
- Obj. LUT 2, pgs. 23, 24
- Obj. LUT 3, pg. 24
- Section 9.3.8, pgs. 47 - 49
- Section 9.5.2, pgs. 51 - 53
- Section 9.5.4, pgs. 53 - 55
- Section 9.5.7, pgs. 56 - 59
- Section 9.5.9, pgs. 59 - 63

Protecting Stable Neighborhoods/Historic Preservation

- Chapter 4, new Theme 8, pg. 2
- Section 4.6, pgs. 8, 9
- Section 7.3, pgs. 24, 25
- Section 7.5, pgs. 26 - 28
- Obj. LUT 12, pgs. 32, 33
- Obj. LUT 82, pgs. 69, 70

Density/Intensity & Forecasts

- Section 4.9, pg. 13

Western Chula Vista Revitalization

- Section 4.3A, pgs. 6 - 8

Transportation

- Section 5.2, pgs. 14, 15
- Section 5.3, pgs. 16, 17
- Section 5.4, pgs. 17 - 19
- Section 5.5, pgs. 19 - 22
- Obj. LUT 14, pg. 34

Environmental (including Energy)

- Section 7.16, pgs. 40 - 41
- Obj. PFS 23, pg. 77
- Section 3.1.6, pg. 78
- Section 3.1.7, pgs. 78, 79
- Section 3.6, pgs. 79, 80

Summary List of General Plan Update Changes
September 13, 2005

Implementation

- Obj. GPI 5, pg. 94
- Tables 11-1 to 11-5, pgs. 95 – 104

H:/Planning/General_Plan/Erratas/GPU_Changes_List_09-13-05.doc

GPU ELEMENTS
Objective/Policy Number Changes
 September 2005

Attachment 3

December 2004 Draft Objective/Policy Numbers	September 2005 Draft Changes to Objective/Policy Numbers
Land Use & Transportation Element	
Objective LUT 1 Policies 1.1 – 1.19	No Changes
	Objective LUT 2 (new) Policies 2.1 – 2.6 (new)
	Objective LUT 3 (new) Policies 3.1 – 3.2 (new)
Objective LUT 2 Policies 2.1 – 2.7	Objective 4 Policies 4.1 – 4.7
Objective LUT 3 Policies 3.1 – 3.13	Objective 5 Policies 5.1 – 5.13
Objective LUT 4 Policies 4.1 – 4.10	Objective LUT 6 Policies 6.1 – 6.10
Objective 5 Policies 5.1 – 5.4	Objective 7 Policies 7.1 – 7.4
Objective 6 Policies 6.1 – 6.8	Objective 8 Policies 8.1 – 8.8
Objective 7 Policies 7.1 – 7.5	Objective 9 Policies 9.1 – 9.5
Objective 8 Policies 8.1 – 8.7	Objective 10 Policies 10.1 – 10.7
Objective 9 Policies 9.1 – 9.5	Objective 11 Policies 11.1 – 11.5

GPU ELEMENTS
Objective/Policy Number Changes
 September 2005

December 2004 Draft Objective/Policy Numbers	September 2005 Draft Changes to Objective/Policy Numbers
Objective 10 Policies: 10.1 10.2 10.3 10.4 10.5 10.6 10.7 10.8	Objective 12 Policies: 12.1 12.2 12.3 (new) 12.4 12.5 12.6 12.7 12.8 12.9 12.10 (new) 12.11 (new) 12.12 (new) 12.13 (new)
Objective 11 Policies 11.1 – 11.4	Objective 13 Policies 13.1 – 13.4
Objective 12 Policies 12.1 – 12.11	Objective 14 Policies 14.1 – 14.11
Objective 13 Policies 13.1 – 13.5	Objective 15 Policies 15.1 – 15.5
Objective 14 Policies 14.1 – 14.4	Objective 16 Policies 16.1 – 16.4
Objective 15 (misprinted as 14) Policies 15.1 – 15.4	Objective 17 Policies 17.1 – 17.4
Objective 16 Policies 16.1 – 16.8	Objective 18 Policies 18.1 – 18.8
Objective 17 Policies 17.1 – 17.5	Objective 19 Policies 19.1 – 19.5
Objective 18 Policies 18.1 – 18.2	Objective 20 Policies 20.1 – 20.2

GPU ELEMENTS
Objective/Policy Number Changes
 September 2005

December 2004 Draft Objective/Policy Numbers	September 2005 Draft Changes to Objective/Policy Numbers
Objective 19 Policies 19.1 – 19.5	Objective 21 Policies 21.1 – 21.5
Objective 20 Policies 20.1 – 20.2	Objective 22 Policies 22.1 – 22.2
Objective 21 Policies 21.1 – 21.14	Objective 23 Policies 23.1 – 23.14
Objective 22 Policies: 22.1 22.2 22.3	Objective 24 Policies: 24.1 24.2 24.3 24.4 (new)
Objective 23 Policies 23.1 – 23.2	Objective 25 Policies 25.1 – 25.2
Objective 24 Policies 24.1 – 24.3	Objective 26 Policies 26.1 – 26.3
Objective 25 Policies: 25.1 & 25.5 combined 25.2 25.3 25.4	Objective 27 Policies: 27.1 27.2 27.3 27.4
Objective 26 Policies 26.1 – 26.2	Objective 28 Policies 28.1 – 28.2
Objective 27 Policies 27.1 – 27.3	Objective 29 Policies 29.1 – 29.3
Objective 28 Policies 28.1 – 28.3	Objective 30 Policies 30.1 – 30.3

GPU ELEMENTS
Objective/Policy Number Changes
 September 2005

December 2004 Draft Objective/Policy Numbers	September 2005 Draft Changes to Objective/Policy Numbers
Objective 29 Policy 29.4 (misprint—should be 29.1) Policy 29.5 (misprint—should be 29.2) Policy 29.6 (misprint—should be 29.3)	Objective 31 Policy 31.1 Policy 31.2 Policy 31.3
Objective 30 Policies 30.1 – 30.4	Objective 32 Policies 32.1 – 32.4
Objective 31 Policies 31.1 – 31.2	Objective 33 Policies 33.1 – 33.2
	Objective 34 (new) Policies 34.1 – 34. 3 (new)
Objective 32 Policies 32.1 – 32.5	Objective 35 Policies 35.1 – 35.5
Objective 33 Policy 33.1	Objective 36 Policy 36.1
Objective 34 Policy 34.1	Objective 37 Policy 37.1
Objective 35 Policies 35.1 – 35.5	Objective 38 Policies 38.1 – 38.5
Objective 36 Policies 36.1 – 36.3	Objective 39 Policies 39.1 – 39.3
Objective 37 Policies 37.1 – 37.4	Objective 40 Policies 40.1 – 40.4
Objective 38 Policies 38.1 – 38.16	Objective 41 Policies 41.1 – 41.16
Objective 39 Policies 39.1 – 39.17	Objective 42 Policies 42.1 – 42.17

GPU ELEMENTS
Objective/Policy Number Changes
 September 2005

December 2004 Draft Objective/Policy Numbers	September 2005 Draft Changes to Objective/Policy Numbers
Objective 40 Policies: 40.1 40.2 40.3 40.4 40.5 40.6 40.7 40.8 40.9 40.10 40.11 40.12 40.13 40.14	Objective 43 Policies: 43.1 43.2 43.3 43.4 43.5 43.6 43.7 43.7A (new) 43.8 43.9 43.10 43.11 43.12 43.13 43.14
Objective 41 Policies: 41.1 41.2 41.3 41.4 41.5 41.6 41.7 41.8 41.9 41.10 41.11 41.12	Objective 44 Policies: 44.1 44.2 44.3 44.4 44.5 44.6 44.7 44.8 44.8A (new) 44.9 44.10 44.11 44.12
Objective 42 Policies 42.1 – 42.15	Objective 45 Policies 45.1 – 45.15
Objective 43 Policies 43.1 – 43.3	Objective 46 Policies 46.1 – 46.3
Objective 44 Policies 44.1 – 44.2	Objective 47 Policies 47.1 – 47.2

GPU ELEMENTS
Objective/Policy Number Changes
 September 2005

December 2004 Draft Objective/Policy Numbers	September 2005 Draft Changes to Objective/Policy Numbers
Objective 45 Policies 45.1 – 45.6	Objective 48 Policies 48.1 – 48.6
Objective 46 Policies: 46.1 46.2 46.3 46.4 46.5 46.6 46.7 46.8 46.9 46.10 46.11 46.12 46.13 46.14 46.15 46.16 46.17 46.18 46.19 46.20 46.21 46.22 46.23 46.24 46.25 46.26	Objective 49 Policies: 49.1 49.2 49.3 49.4 49.5 49.6 49.7 49.8 49.9 49.10 49.11 49.12 49.13 49.14 (new) 49.15 49.16 49.17 49.18 49.19 49.20 49.21 49.22 49.23 49.24 49.25 49.26 49.27
Objective 47 Policies 47.1 – 47.18	Objective 50 Policies 50.1 – 50.18
Objective 48 Policies 48.1 – 48.5	Objective 51 Policies 51.1 – 51.5

GPU ELEMENTS
Objective/Policy Number Changes
 September 2005

December 2004 Draft Objective/Policy Numbers	September 2005 Draft Changes to Objective/Policy Numbers
Objective 49 Policies: 49.1 49.2 49.3 49.4 49.5 49.6 49.7 49.8	Objective 52 Policies: 52.1 52.2 52.3 52.4 52.4A (new) 52.5 52.6 52.6A (new) 52.7 52.8 52.9 (new)
Objective 50 Policies: 50.1 50.2 50.3 50.4	Objective 53 Policies: 53.1 53.2 53.3 53.4 (new) 53.5
Objective 51 Policies 51.1 – 51.7	Objective 54 Policies 54.1 – 54.7
Objective 52 Policies 52.1 – 52.15	Objective 55 Policies 55.1 – 55.15
Objective 53 Policies 53.1 – 53.8	Objective 56 Policies 56.1 – 56.8
Objective 54 Policies: 54.1 54.2 54.3 54.4 54.5 54.6 54.7 54.8 54.9 54.10 54.11	Objective 57 Policies: 57.1 57.2 57.3 57.4 57.5 (new) 57.6 57.7 57.8 57.9 57.10 57.11 57.12

GPU ELEMENTS
Objective/Policy Number Changes
 September 2005

December 2004 Draft Objective/Policy Numbers	September 2005 Draft Changes to Objective/Policy Numbers
Objective 55 Policies 55.1 – 55.12	Objective 58 Policies 58.1 – 58.12
Objective 56 Policies 56.1 – 56.9	Objective 59 Policies 59.1 – 59.9
Objective 57 Policies 57.1 – 57.4	Objective 60 Policies 60.1 – 60.4
Objective 58 Policies 58.1 – 58.3	Objective 61 Policies 61.1 – 61.3
Objective 59 Policy 59.1	Objective 62 Policy 62.1
Objective 60 Policy 60.1	Objective 63 Policy 63.1
Objective 61 Policies 61.1 – 61.6	Objective 64 Policies 64.1 – 64.6
Objective 62 Policies 62.1 – 62.2	Objective 65 Policies 65.1 – 65.2
Objective 63 Policies 63.1 – 63.2	Objective 66 Policies 66.1 – 66.2
Objective 64 Policies 64.1 – 64.2	Objective 67 Policies 67.1 – 67.2
Objective 65 Policies 65.1 – 65.2	Objective 68 Policies 68.1 – 68.2
Objective 66 Policy 66.1	Objective 69 Policy 69.1 Policy 69.2 (new)
Objective 67 Policies 67.1 – 67.5	Objective 70 Policies 70.1 – 70.5
Objective 68 Policy 68.1	Objective 71 Policy 71.1

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December 2004 Draft Objective/Policy Numbers	September 2005 Draft Changes to Objective/Policy Numbers
Objective 69 Policies 69.1 – 69.4	Objective 72 Policies 72.1 – 72.4
Objective 70 Policies 70.1 – 70.6	Objective 73 Policies 73.1 – 73.6
Objective 71 Policies 71.1 – 71.3	Objective 74 Policies 74.1 – 74.3
Objective 72 Policies 72.1 – 72.2	Objective 75 Policies 75.2
Objective 73 Policy 73.1	Objective 76 Policy 76.1 Policy 76.1 (new)
Objective 74 Policies 74.1 – 74.5	Objective 77 Policies 77.1 – 77.5
Objective 75 Policies 75.1 – 75.6	Objective 78 Policies 78.1 – 78.6
Objective 76 Policies 76.1 – 76.5	Objective 79 Policies 79.1 – 79.5
Objective 77 Policy 77	Objective 80 Policy 80.1 Policy 80.2 (new)
Objective 78 Policies 78.1 – 78.9	Objective 81 Policies 81.1 – 81.9
Objective 79 Policies: 79.1 79.2 79.3	Objective 82 Policies: 82.1 82.2 (new) 82.3 82.4
Objective 80 Policies 80.1 – 80.2	Objective 83 Policies 83.1 – 83.2

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December 2004 Draft Objective/Policy Numbers	September 2005 Draft Changes to Objective/Policy Numbers
Objective 81 Policies 81.1 – 81.3	Objective 84 Policies 84.1 – 84.3
Objective 82 Policies 82.1 – 82.6	Objective 85 Policies 85.1 – 85.6
Objective 83 Policy 83.1	Objective 86 Policy 86.1
Objective 84 Policies 84.1 – 84.3	Objective 87 Policies 87.1 – 87.3
Objective 85 Policies 85.1 – 85.4	Objective 88 Policies 88.1 – 88.4
Objective 86 Policies 86.1 – 86.4	Objective 89 Policies 89.1 – 89.4
Objective 87 Policies 87.1 – 87.14	Objective 90 Policies 90.1 – 90.14
Objective 88 Policies 88.1 – 88.3	Objective 91 Policies 91.1 – 99.3
Objective 89 Policies 89.1 – 89.6	Objective 92 Policies 92.1 – 92.6
Objective 90 Policies 90.1 – 90.3	Objective 93 Policies 93.1 – 93.3
Objective 91 Policies: 91.1 91.2 91.3 91.4 91.5 91.6 91.7 91.8 91.9	Objective 94 Policies: 94.1 94.2 94.3 94.4 94.5 94.6 Deleted 94.7 94.8

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December 2004 Draft Objective/Policy Numbers	September 2005 Draft Changes to Objective/Policy Numbers
Objective 92 Policies 92.1 – 92.6	Objective 95 Policies 95.1 – 95.6
Objective 93 Policies 93.1 – 93.2	Objective 96 Policies 96.1 – 96.2
Objective 94 Policies 94.1 – 94.4	Objective 97 Policies 97.1 – 97.4

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December 2004 Draft Objective/Policy Numbers	September 2005 Draft Changes to Objective/Policy Numbers
Economic Development Element	
Objective ED 1 Policies 1.1 – 1.6	No Changes
Objective ED 2 Policies 2.1 – 2.5	No Changes Policy 2.6 (new)
Objectives ED 3 Policies 3.1 – 3.6	No Changes
Objectives ED 4 Policies 4.1 – 4.4	No Changes
Objective ED 5 Policies 5.1 – 5.6	No Changes Policy 5.7 (new)
Objective ED 6 Policies 6.1 – 6.6	No Changes
Objective ED 7 Policies 7.1 – 7.5	No Changes
Objective ED 8 Policies 8.1 – 8.3	No Changes
Objective ED 9 Policies 9.1 – 9.7	No Changes
Objective ED 10 Policies 10.1 – 10.5	No Changes
Objective ED 11 Policies 11.1 – 11.6	No Changes
Objective ED 12 Policies 12.1 – 12.4	No Changes

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December 2004 Draft Objective/Policy Numbers	September 2005 Draft Changes to Objective/Policy Numbers
Public Facilities & Services Element	
Objective PFS 1 Policies 1.1 – 1.5	No Changes
Objective PFS 2 Policies 2.1 – 2.3	No Changes
Objective PFS 3 Policies 3.1 – 3.4	No Changes
Objective PFS 4 Policies 4.1 – 4.3	No Changes
Objective PFS 5 Policies 5.1 – 5.8	No Changes
Objective PFS 6 Policies 6.1 – 6.3	No Changes
Objective PFS 7 Policies 7.1 – 7.5	No Changes
Objective PFS 8 Policies 8.1 – 8.4	No Changes
Objective PFS 9 Policies 9.1 – 9.5	No Changes
Objective PFS 10 Policies 10.1 – 10.6	No Changes
Objective PFS 11 Policies 11.1 – 11.5	No Changes
Objective PFS 12 Policies 12.1 – 12.3	No Changes
Objective PFS 13 - 22 & Policies	No Changes
	Objective PFS 23 (new) Policies 23.1 – 23.5(new)

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December 2004 Draft Objective/Policy Numbers	September 2003 Draft Changes to Objective/Policy Numbers
Objective PFS 24 Policies 24.1 – 24.3	No Changes
Objective PFS 25 Policies 25.1 – 25.4	No Changes
Environmental Element	
Objective EE 1 - 5 & Policies	No Changes
Objective EE 6 Policies 6.1 – 6.11	No Changes Policies 6.12 – 6.15 (new)
Objective EE 7 Policies 7.1 – 7.4	No Changes Policy 7.5 (new) Policy 7.6 (new) Policy 7.7 (new)
Objective EE 8 – EE 20 & Policies	No Changes
Objective EE 21 Policies 21.1 – 21.4	No Changes
Objective EE 22 Policies 22.1 – 22.5	No Changes
	Objective EE 23 (new) Policies 23.1 – 23.5 (new)
Growth Management Element	
Objective GM 1 Policy 1.1 Policy 1.2 Policy 1.3 Policies 1.4 – 1.10 Policy 1.11 – 1.12 Policy 1.13	Editorial Changes No Changes Editorial Changes No Changes Editorial Changes No Changes

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December 2004 Draft Objective/Policy Numbers	September 2005 Draft Changes to Objective/Policy Numbers
Implementation Chapter	
Objective GPI 1 Policies GPI 1.1 – 1.4	No Changes
Objective GPI 2 Policies 2.1 – 2.2	No Changes
Objective GPI 3 Policies 3.1 – 3.5	No Changes
Objective GPI 4 Policies 4.1 – 4.2	No Changes
	Objective GPI 5 (new) Policies 5.1 – 5.2
Objective GPI 5 Policies 5.1 – 5.5	Objective GPI 6 Policies 6.1 – 6.5
	TABLES – 11-1 to 11- 5
Objective GPI 6 Policies 6.1 – 6.2	Objective GPI 7 Policies 7.1 – 7.2